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TO THE

REDEVELOPMENT PLAN

West End Land Assembly and Redevelopment Plan

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U.R. Mass. 2-3
September 1955

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Urban Redevelopment Division
Boston Housing Authority
Boston, Mass.

A. THE LAND USE PLAN

1. Locus of the project. The West End Land Assembly and Redevelopment Project Area is located in the West End District of Boston, County of Suffolk, and includes all of the area bounded by Allen, Blossom, Cambridge, Staniford, Lowell Streets, the southerly property line of the MTA and Charles Street, with the exception of the exclusions noted in Part G of the Redevelopment Plan and described below.

2. Description and Justification of Retained Uses. The Redevelopment Plan proposes to exclude five parcels of land from clearance because (1) they contain buildings and uses which properly belong in a residential area; (2) they conform to the General Plan for the community, and (3), the buildings are structurally sound.

The retained buildings are:

a. West End Branch Library
b. Harrison Gray Otis House
c. City of Boston Health Unit
d. Blackstone Junior High School
e. St. Joseph's Roman Catholic Church and Rectory

These structures and their present or proposed uses have been retained to serve the new residential uses that will be constructed in the Project Area and they can be incorporated into the design of any redeveloper with a minimum of site design problems.

3. Description of Buildings

a. Use: West End Branch Library

Location: 131 Cambridge St. (parcel 148-10 on property map)

Built originally: 1706; rebuilt 1806; designed by Asher Benjamin; historically and architecturally important.

Construction: 2 stories 16" red brick walls - balcony; spire over vestibule.

Setback - 75 feet from Cambridge Street with grass and trees in front.

Original use: designed as a church and converted to Library use.

Re-use: Library Department plans to vacate building and erect a new building designed for its use in the Project Area. This will free building for the return to a church use, possibly by Our Lady of Ostrobrama Roman Catholic Church, which is to be displaced, or the Massachusetts Council of Churches. Supporting letters from both groups indicating their needs are herewith submitted.

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b. Use: Harrison Gray Otis House & Museum

Location: 141 Cambridge St. (parcel 149-11 on property map)

Built originally: 1795

Architect: Charles Bulfinch

Construction: main building - 3 stories - red brick with stone trim - wooden joists - framed roof slate.

2 museum buildings - 4 stories - red brick walls - reinforced wooden floors - fire doors on each floor - fair condition.

Setback: 25 feet with trees and shrubs in front.

Reason for retention: historical importance; headquarters for Society for Preservation of New England Antiquities; properly located in relation to Project Area and a harmonious use.

c. Use: City of Boston Health Unit

Location: 25 Blossom St. (parcel 151-21 on property map)

Built: 1930 by George Robert White Fund

Construction: fire resistant reinforced steel frame - 3 stories; auditorium second floor; solarium on roof; in excellent condition.

Required changes: 7 ft. strip of land will be taken to widen Blossom Street.

d. Use: William Blackstone Jr. High School.

Location: 33 Blossom Street (parcel 152-24)

Built: 1915 by City

Construction: 4 stories - fire resistant construction; reinforced steel frames; auditorium on first floor - two stairways - building in good condition.

Required changes: a seven-foot strip of land will be needed to widen Blossom Street. A gymnasium will be built and play space increased when land is made available.

e. Use: St. Joseph's Roman Catholic Church and Rectory

Location: 66 Chambers and 8 Allen St. (parcel 153-26 on property map)

Built: 1824; rectory, 1900

Construction: one-story, red brick, cut stone pillars and trim; structurally sound and in fair condition; Rectory - 4 story red brick - wood joists - attached to main church building.

Required changes: This is an active parish with a good sized congregation both from within and outside of the project area. The church presently operates a parochial school which serves the needs of the children in the area. The present school buildings are antiquated and will be taken but a need still will exist and the church has indicated a desire to build a new school if the demand warrants. Therefore, the Redevelopment Plan will include a reservation of land for this purpose.

Thus each of the above described retained buildings and their uses are consistent with the proposed residential re-use of the area and could serve or support it. Their present design, location and use will not conflict with the Redevelopment Plan.

3. Proposed New Uses

All of the land in the Project Area will be devoted to the following uses: (a) residential (b) complementary commercial (c) public (d) semi-public and (e) streets and highways. Residential utilization of land will be the major function of this project area with the necessary community facilities added to create a desirable neighborhood environment.

The original decision to redevelop the West End for residential purposes is predicated on the General Plan for Boston, Preliminary Report 1950, prepared by the City Planning Board. A summary of the reasons for this decision follows:

a. Population studies outline a need for more apartments in the central area.

b. In developing the residential plan on a city-wide basis, all areas now firmly established in residential use were retained as such and planned for permanent residential use.

c. "Also significant were the 'site advantages' of various parts; the West End, near downtown, clearly justifies residential use in its rebuilding."

Residential re-use was further considered by a report prepared by the Division's economic consultant which accompanied the Preliminary Report.* In summary these reasons were:

(a) The highest and best use of the land in the Project Area is clearly a combination of residential use, school and recreational use, and public and semi-public use.

(b) Hospital officials assure us that increased staff requirements create a need for planned rental housing and efficiency rooming accommodations for hospital personnel off hospital grounds and financed by private non-hospital funds.

(c) Few, if any, downtown Boston locations are as well served by mass transit facilities so that as a place to live it is highly accessible.

(d) Existing schools and recreation, churches, library, stores and hospital in the area will combine to form the nucleus of a good neighborhood when the existing slum housing is cleared and proper redevelopment is effectuated.

4. Community Facilities

Excellent existing community facilities in and near the West End Project Area include cultural, educational, recreational, hospital and business and shopping areas - all properly located to serve the development.

The Metropolitan District Commission has developed the Charles River front adjacent to the project as one of the finest in the country for recreation and cultural facilities. The cultural facilities include (a) the world famous Hatch Shell on the Esplanade in which the Boston Symphony Orchestra provides free concerts to all and (b) Science Park, which provides interesting natural and scientific exhibits that appeal to all. The recreational facilities include a municipal boat house for sailing on the Charles, swimming or wading pools, tennis courts, ball fields and river front strolling areas. All of these facilities combine to aid the development of a stable neighborhood.

The Massachusetts General Hospital, which has world wide fame, forms two boundaries of the Project Area. This Hospital provides services of all types to the entire community and its proximity with its stabilizing influence will be an asset to the area.

Other facilities of great import include good schools at all levels, churches of all denominations nearby, a branch library, excellent stores with service facilities, main shopping areas within easy reach, excellent rail and rapid transit facilities - all combining to create a redevelopment area with facilities unrivaled anywhere.

*Preliminary Appraisal of Marketability and Re-use values, West End area, Boston, Mass., by E. B. Murphy, October, 1952.

The Traffic, Public Transportation and Community Facilities Map indicates the proximity of all the above described community facilities.

5. Economic Feasibility of the Project

A high rise apartment house development in the West End is desirable for many reasons. First of all, the site is adjacent to one of the most beautiful river fronts in the United States. Its convenience to the facilities in the general area is demonstrated in the Community Facilities Map.

a. From the standpoint of housing needs of Boston, it is economically sound, as pointed out by the Authority's Economic Division in a prepared report.*

This report points out:

(1) It would seem that if housing were made available, Boston's population would continue to increase at a rate comparable to the 4% net increase between 1940-50. If this growth is to occur, it can be done only by making available more rental units at rents people can afford.

(2) This report further establishes that natural growth between 1954 and 1960 will require 43,944 new dwelling units or 7326 per year for the next six years.

(3) The estimated distribution of the 43,944 units according to capacity of prospective families to pay is as follows:

D.U. Cost Per Month	% of Families Able to Pay	Cumulative Percent	No. of Units	Cumulative Units
Under $10-$89		74.88		32,890
$90 - $99	5.06	79.94	2222	35,112
100 - 109	8.08	88.74	3860	38.972
110 - 119	4.40	93.14	1930	40,902
$120 & over	6.93	100.07	3042	43,944

Thus 11,054 dwelling units should be built to rent or sell in the $90 per month group or over. This is 25% of all needed units, indicating that 2400 units would be absorbed by a housing market over a period of several years.

b. Another very important study of the housing market and its economic feasibility was prepared by the Federal Housing Administration (F.H.A.)**.

* Need for State-Aided Development, B.H.A., June, 1954

** An Analysis of the Boston Standard Metropolitan Area, by the Housing Market Analyst, F.H.A., Boston, Mass., October 1, 1954.

A copy of this valuable report is enclosed herewith, and a summarization of the pertinent points follows:

"Durable and non-durable goods manufacturing are favorably balanced in the Boston metropolitan area."

"Despite the expansion of employment opportunities in outlying suburbs, The Central Core still provides three-fourths of all jobs."

"The real estate rental and sales market shows signs of continued health."

The prospective demand schedule given in the report is for the period October 1, 1954 - December 31, 1955 - and is based on housing needs attributable to growth factors alone. However, these figures of an effective demand of 13,400 dwelling units with 2/3 of these in the Central Core, together with the good over-all economic condition of the metropolitan area, demonstrate the economic feasibility of the Redevelopment Plan.

c. Further substantiation of economic feasibility is given by an Appraisal of Re-Use Values*, in which it is pointed out that:

(1) Residential building in Boston has been practically non-existent because of a dearth of good land at an economic price in Boston.

(2) That only through clearance of existing structures at a high cost could land be made available.

(3) A demand does exist for more rental apartments in Boston and in particular in this area. River House, which is close by, and the Eastgate Apartment House just over the river both have been very successful. However, due to the reasons given above, there has been very little new construction in Boston.

6. Opportunities being Offered to Private Enterprise

All land in the project area will be sold to private enterprise with the exception of land needed for streets, school, and a branch library. Every opportunity will be given private enterprise to purchase about 28.92 acres of land for residential redevelopment and commercial use. Every method available to arouse interest will be used such as (a) newspaper publicity (b) articles in trade, business and professional journals and (c) contracting real estate firms, banks and insurance companies.

About 5.70 acres of land will be utilized by the City of Boston for (a) new elementary school (b) enlarge existing Blackstone Jr. High and (c) a branch library. About 10.13 acres will be taken up by streets. The balance of 47.95 acres or 3.20 acres will be occupied by semi-public uses such as churches (2) and a parochial school site.

*Appraisal of Re-use Values, West End Project, U.R. Mass. 2-3; Joseph A. Moran, March, 1955.

7. Population Density

In the proposed redevelopment of this area, an overall density of 95 families per net residential acre is possible and probable within the building controls set up in the Redevelopment Plan. No specific density control has been set up but the controls on floor area ratio (F. A. R.) ground coverage, parking, usable open space, etc., will act to effectively limit density to a figure not much greater than 95 families per net residential acre. This density will be classed as high density by the General Plan, which in its very broad classifications lists any density in excess of 40 families per net residential acre as high density. A high density is economically necessary to permit the developer to obtain a reasonable return on his investment. A high density is further justified by the project's proximity to the downtown area.

The distribution of families in the project area may be similar to that shown in the Typical Development. See below.

Residential Parcel No.	I	II	III	IV
Area in acres	1.88	8.23	8.26	8.86
D. U.'s per net residential acre	33	87	82	115
Floor area ratio	0.95	2.0	2.1	2.25

(According to the 1950 U. S. Census, there is in the Project Area in excess of 152 dwelling units per net residential acre.)

In compliance with the General Plan, the West End will be retained in a residential use at the suggested high density. This project has been planned to meet the needs of the people who desire to live close to the center of the city.

8. Accessibility to Employment, Shopping Areas and Transportation

The project area is ideally located with respect to employment centers as it is situated in the center of an employment market that as of October, 1954, employes over 1,100,000 persons in a broad diversification of industries. These businesses and industries have excellent salary schedules which is reflected in a net effective buying power of $1512 per capita and in excess of $5300 per family in February, 1955.

There are good local and general shopping areas close by on Cambridge Street which is the southerly boundary of the project area and has the usual supermarkets, drug stores, gas stations and other stores needed by the neighborhood. Part of the Cambridge Street frontage of the project area

AFFIC, PUBLIC TRANSPORTATION & COMMUNITY FACILITIES MAP

RADIUS OF THE CIRCLE CIRCUMSCRIBING THE AREA SHOWN IS ONE AND A QUARTER MILES.

WEST END PROJECT AREA **B**

URBAN REDEVELOPMENT PROGRAM

URBAN REDEVELOPMENT DIVISION
BOSTON HOUSING AUTHORITY
BOSTON MASSACHUSETTS

will be developed in a commercial use to provide additional new floor space for the commercial uses that a large residential project will generate.

The center of the specialty and department store district is less than one half a mile away from the center of the project area and within walking distance - or a few minutes away by excellent rapid transit service from four stations located around the project area.

Transportation-wise the project area is ideally located in relationship to good roads (Storrow Memorial Drive and the Central Artery), good local streets (Cambridge St., Nashua Street and Staniford Street) and excellent rapid transit service by four different major lines operated by the MTA at a reasonable fee.

Each of the above described areas and routes is shown on the attached Community Facilities Map.

9. Project Area Community Facilities

a. use: new elementary school

area: 3.18 acres

no. classrooms: 12, plus 1 kindergarten, 1 sewing room, 1 manual training, 1 all-purpose room.

Estimated enrollment: 450 pupils

Origin of pupils: 90% project area; 10% other areas

Proposed construction date: 1958

Justification: (1) present school antiquated - improperly located to fit into new site plan - building in poor condition with hazardous stairs, bad boiler, bad toilet facilities and inadequate site; (2) new school recommended by Harvard Graduate School of Education in a report on Boston schools, April, 1953; (3) recommended by the General Plan; (4) see supporting letters from School Department (5) Cost allocated in Capital Improvement Program.

b. Use: gym addition to Blackstone Jr. High School

Area: 0.75 acres existing - 1.05 acres added - total 1.80 acres

Gym : 12,000 sq.ft. floor space for play surface, lockers, toilets, etc.

Const. date: 1960 or sooner if land available.

Required change: 7 ft. strip of land will be taken to widen Blossom Street.

Justification: (1) present building lacks gym - auditorium used as a gym with practically no lockers or facilities; in a school of this size a combined facility is not satisfactory. (2) new gym recommended by Harvard Graduate School of Education in a report on Boston schools, April, 1953. (3) see supporting letters from School Dept. (4) Capital Improvement Program has cost programmed.

c. Use: new West End Branch Library

Area: 0.25 acres

Floor area: 7500 sq.ft.

origin of users: 65% project area - 35% other areas

Const. date: late 1956 if possible

Justification: (1) present building was not designed for library use - library department would like a new building in line with its branch modernization program. (2) See supporting letters from Library Dept. (3) Capital Improvement Program, 1956-1961 (not published yet) will schedule this facility.

d. Use: new parochial school site for St. Joseph's Roman Catholic Church

area: 0.30 acres existing - 1.58 acres added - total 1.88 acres

Const. date of school: completion of project - est. 1962

Justification: (1) existing two school buildings are to be taken because of age, poor condition, poor location, lack of play space, etc. (2) Church wants a reservation of land for future building - will wait until new population is established before making further plans. (3) see supporting letter from Archdiocese.

e. Use: new church site

area: 0.42 acres

denomination: available to all faiths

const. date: late in project development - est. 1962.

Justification: (1) Existing Catholic, Protestant and Jewish churches will be razed.

St. Joseph's Roman Catholic Church is being retained as a facility to serve the general area. A need for another church on this site, very likely of another denomination, is foreseen.

(2) see supporting letters citing interest in a new site from (a) Roman Catholic Church, (b) Associated Synagogues of Greater Boston, and (c) Mass. Council of Churches.

f. Use: City of Boston Health Unit

area: 0.33 acres

Required changes: 7 ft. strip of land needed to widen Blossom Street.

Building condition: excellent

Justification for retention: (1) existing use compatible with adjoining hospital and areas outside project area.

g. Use: shopping center and convenience shopping

Area: 2.00 acres

Const. date: estimated 1960-62

Justification: The following three reasons are adequate support for a shopping center on Cambridge Street and convenience shopping on the new interior street; (1) 2400 new modern apartments that will be built in the Project Area will create a demand for new modern shopping facilities properly located to serve them. (2) Detailed traffic counts prepared by the Boston Traffic Commission indicate that 23,234 vehicles use Cambridge Street daily. This volume of traffic should assure success of a new shopping center. (3) Potential redevelopers in verbal conversation have expressed an interest in a shopping center which reinforces staff and consultant's opinion that it would be desirable.

10. Traffic Circulation Systems

The project area is excellently served by a modern up-to-date transportation system consisting of major expressways that link all parts of the city and suburbs, by several inter-connecting rapid transit lines, by major periphery streets and finally by good interior streets designed to facilitate traffic in the area. Each of the above types of vehicular transportation is fitted into the transportation section of the General Plan.

a. Major expressways

The 1947 Master Highway Plan for Boston Metropolitan Area and the General Plan for Boston both provide for the construction of the Central Artery with a link extending to the northerly edge of the Project and connects with the Storrow Memorial Drive. Both of these limited access roadways have been completed and are now in use. These expressways are or will be tied into major highways serving the Metropolitan Area. Additional connections are planned for the future which will make automobile travel even more convenient.

b. Rapid Transit Service

The Metropolitan Transit Authority provides excellent service on three major lines which skirt the Project Area and reach into all parts of the City and to many suburbs as is shown on the chart below:

RAPID TRANSIT SERVICE CHART

Line	Everett to Forest Hills	Bowdoin Sq. to Orient Heights	Lechmere to Kenmore & Mass. Ave.	Harvard Sq. to Ashmont
Direction spacing	north-south	northeast - southwest	in town	northwest southeast
Rush hours spacing	2 1/2 min.	2 1/2 min	2 min.	2 1/2 min.
Daytimes spacing	6 min.	5 1/2 min.	4 min.	4 min.
Night time	9 min.	7 min.	7-9 min.	9 min.
Station on Line	North Station	Bowdoin Square	Science Park & North Station	Charles St.
Distance of st. from edge of project area	800 ft.	400 ft.	0 ft. 400 ft.	1000 ft.

c. Major periphery streets

This classification would include Cambridge Street on the southerly side of the project which connects Longfellow Bridge (to Cambridge) with downtown Boston. Located on this 100 ft. R. O. W. is the local shopping district for the general area as is shown on the Traffic, Public Transportation and Community Facilities Map. The 1954 Cordon Count of Traffic, prepared by the Boston Traffic Commission for the downtown Boston area indicates that 23, 234 vehicles per day cross the Longfellow Bridge using Cambridge Street to enter or leave downtown Boston.

A second major street will be Staniford Street (now 30 ft. R. O. W.) which will be widened to 90 ft. to permit traffic desiring to reach the Northern Artery (communities north of the City) to link with Nashua Street. The cordon count shows that 40, 839 vehicles use the Northern Artery at the Charles River Dam and an estimated 50% of this volume uses Nashua Street and filters into the City. Much of this volume will be accommodated on Staniford Street. Pedestrian traffic from the State House to North Station would benefit from the new 10 ft. sidewalks that will replace the present narrow 4 ft. sidewalks.

d. Interior streets

The interior streets proposed for the Project Area have been designed to provide a free flow of vehicular traffic to all buildings, garages and parking areas while at the same time reducing through traffic. These streets meet the requirements of the General Plan for local access streets to serve the neighborhood and link up properly with secondary and major streets. In line with the General Plan requirements of redesigned streets that serve rather than conflict with desirable land uses, the street design for the area will provide good pedestrian and vehicular transportation.

3. SITE DEVELOPMENT PLAN

1. Analysis of Proposed Site Improvements

The existing system of site improvements in the Project Area were installed to service the present buildings and fitted into the existing street pattern. The new street pattern designed after careful consideration of all factors does not follow any existing streets and therefore practically none of the existing utilities can be re-used. Practically all of the existing utilities will be abandoned with a few minor exceptions which will be pointed out under the following subsections that deal with that utility.

The new public site improvements were designed to provide a functional street and utility system adequate to serve the Project Area. The following factors influenced the final design:

a. The major traffic circulation system for the West End as outlined by the Boston City Planning Board in the General Plan for Boston defines the various types of streets according to traffic load and areas they serve;

b. The necessary elimination of all interior streets because of poor location, width and condition, which results in cutting up the area into small blocks;

c. The natural topography of the site as it affects building placement and street grades.

d. The elimination of all existing public utilities in the interior because of obsolescence, poor location and inadequate size;

e. The layout of new streets and utility lines to serve the area properly, to provide good access to all newly created parcels, to minimize areas needed for utility easements and to form large well shaped parcels which would lend themselves to good redevelopment;

f. The arrangement of streets and utility lines to provide the maximum areas for private and public re-use consistent with good planning procedure;

The final design of site improvements is shown on the plans attached to the Redevelopment Plan. These plans are a result of the analysis.

2. Relationship to Proposed Public Improvements

The new and expanded facilities to be provided in the Project Area will be considered an integral part of the city-wide local improvement program. The city has in the past made every effort to provide good street, sewer, water, police and fire alarm systems. Demonstration of the maximum efforts of the city in the direction of a local improvement program is evidenced in the General Plan for Boston, the Capital Improvement Program 1955-1960, and finally in the work being done by various city departments to keep streets and utilities in the proper condition to serve adjacent land uses and to keep abreast of new needs.

3. Essentiality of Street and Utility Improvements

Each of the site improvements proposed for the Project Area have been approved by the respective city departments as the minimum necessary to properly serve this area. For further details see supporting letters.

4. Public Improvements Receiving Federal Assistance

There are no public improvements proposed or under construction which will receive Federal assistance

5. Commitments from Appropriate Entities for Site Improvements

Commitments from the entities that will be concerned with each of the separate aspects of site improvements will be handled as follows:

a. Commitments for public site improvements and/or facilities will result from City Council approval of the Redevelopment Plan and the Financial Plan. The approving resolution will include a cooperation agreement between the Authority, the City Council and the Mayor which will provide the public facilities and bind the city departments. The funds will be provided for by a bond issue or from general revenue at the time of approval.

b. All site improvement work that will be done by private contractors under contract with the Authority will be a direct project expenditure and as such, requires no commitment of funds from an outside agency.

c. Advice by Authority legal counsel indicates that private utility companies need not be compensated for changes that must be made in their system because of changes in public streets, in accordance with the Redevelopment Plan. The various private utility companies express their willingness to serve the area. See supporting letters.

6. Demolition

All buildings in the project area (except retained buildings) will be razed to make way for redevelopment. Due to the size of this area, actual razing will be undertaken in several contracts which will approximate the previously designated stages. A Demolition Map has been prepared showing each building, type of construction, number of stories, and the height.

All buildings will be demolished to grade and combustible materials, rubble and salvage removed from the site.

Below grade all foundations will be broken up to permit drainage. All gasoline or fuel storage tanks underground will be removed. Finally, all foundation holes will be suitably filled by (1) temporarily using non-combustible rubble with a sanitary fill covering or (2) the use of all sanitary fill where a new building is not contemplated.

Demolition Schedule

Number of parcels	712
Number of structures	876
light wood & masonry const.	858
wood frame const.	14
fireproof const.	4
Total building volume	44,862,500 cu. ft.

No. of Stories	1	2	3	4	5	6	7	8	9
No. of Bldgs.	17	20	217	426	189	3	1	-	1

Based on an estimated cost of 2.5¢ per cubic foot of building volume, the total cost of demolition would be $1,120,000.

A well qualified local demolition contractor made an estimate of the cost of demolition. His estimate was $960,000 with an increase of up to 25%, depending on labor and scrap prices at time of bidding. Results of the staff survey and the contractor's estimate, reviewed together, indicate that the cost of demolition will be about $1,040,000 with competitive bidding. The contractor's estimate was verbal after inspection of the area. More concrete evidence of demolition costs will be made available when the New York Streets Project demolition bids are opened.

7. Proposed Street System

The design of the street system for the project area was predicated upon the following factors:

a. The General Plan for Boston outlines the various types of streets and has developed four general types:

(1) Local access streets, serving uses entirely in one neighborhood

(2) Secondary streets, collecting traffic from local streets and feeding into major streets

(3) Major streets, serving large volumes and crosstown trips and feeding into expressways

(4) Express highways, carrying heavy traffic at high speeds for good distances and to reach other cities.

b. To improve over-all traffic in the general area;

c. Shopping areas on Cambridge Street with its volume of traffic;

d. On the topography of the site with a 4% maximum grade on all streets;

e. Retained buildings in the interior;

f. Convenience of access to all parts of the project area from surrounding major streets without permitting through traffic or shortcutting.

The following streets in the project area fit into the General Plan's designation of streets, as follows:

Express highways

1. The linking Storrow Memorial Drive-Charles Street-Central Artery, which form the westerly and northerly boundary of the project area and connect downtown Boston with the suburbs

Major streets

1. Cambridge Street, which forms the southerly boundary and links Boston with Cambridge.

Secondary streets

1. Staniford Street, which forms the easterly boundary and acts as a collector street.

Local access streets

Allen Street, Blossom Street, Lowell Street, New Service Street, and New Street. Each of these streets serves the proposed buildings and their respective parking areas.

The street system, as designed with the advice of the engineers of the Planning Board, the Traffic Commission and the Street Laying Out Department, takes into account all of these factors. The finalized design as is shown in the Redevelopment Plan will permit the free flow of traffic within and outside the Project Area with wide 60 ft. streets replacing narrow streets and alleys. Each street will permit the free flow of two-way traffic. It is anticipated that some curb parking may occur even with adequate off-street parking areas provided close to all buildings and this will not hinder the traffic flow.

Because of the complexity of various street widths, a layout was prepared to show representative cross sections of each periphery and interior street and is herewith submitted as a supporting exhibit.

Construction details are as follows:

a. All new streets and sidewalks will be built as shown in the cross section at the bottom of the Street Plan;

b. All rebuilt and widened streets will have a 6" gravel base; otherwise they will be of similar construction to the new streets;

c. Streets will be rough graded as soon after demolition as is practical but all paving will be delayed until buildings are practically completed.

d. Curb cuts and other details will be determined by the Authority in cooperation with the Traffic Commission on receipt of detailed plans from the redeveloper;

e. See the cost estimate sheets attached hereto for details of individual streets;

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Local access streets

Allen Street, Blossom Street, Lowell Street, New Service Street, and New Street. Each of these streets serves the proposed buildings and their respective parking areas.

The street system, as designed with the advice of the engineers of the Planning Board, the Traffic Commission and the Street Laying Out Department, takes into account all of these factors. The finalized design as is shown in the Redevelopment Plan will permit the free flow of traffic within and outside the Project Area with wide 60 ft. streets replacing narrow streets and alleys. Each street will permit the free flow of two-way traffic. It is anticipated that some curb parking may occur even with adequate off-street parking areas provided close to all buildings and this will not hinder the traffic flow.

Because of the complexity of various street widths, a layout was prepared to show representative cross sections of each periphery and interior street and is herewith submitted as a supporting exhibit.

Construction details are as follows:

a. All new streets and sidewalks will be built as shown in the cross section at the bottom of the Street Plan;

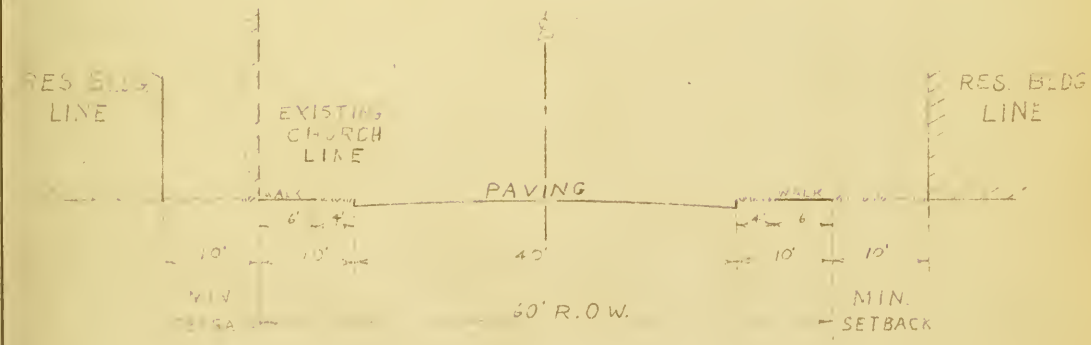
b. All rebuilt and widened streets will have a 6" gravel base; otherwise they will be of similar construction to the new streets;

c. Streets will be rough graded as soon after demolition as is practical but all paving will be delayed until buildings are practically completed.

d. Curb cuts and other details will be determined by the Authority in cooperation with the Traffic Commission on receipt of detailed plans from the redeveloper;

e. See the cost estimate sheets attached hereto for details of individual streets;

STANIFORD STREET



NEW STREET

NORTHERLY VIEW FROM CAMBRIDGE ST.

HT OF WAY CROSS SECTIONS

LE 1"=15'

SEPT. 1955

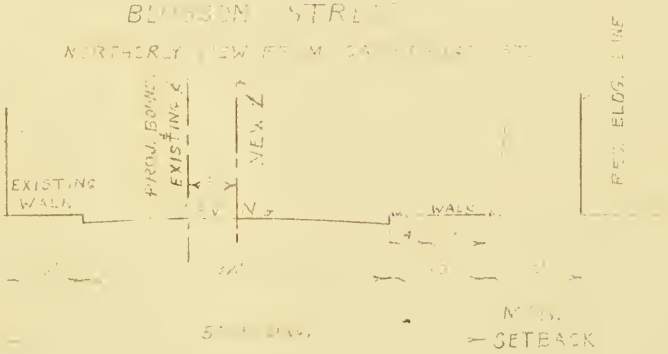
WEST END PROJECT

URBAN REDEVELOPMENT PROGRAM

BOSTON HOUSING AUTHORITY

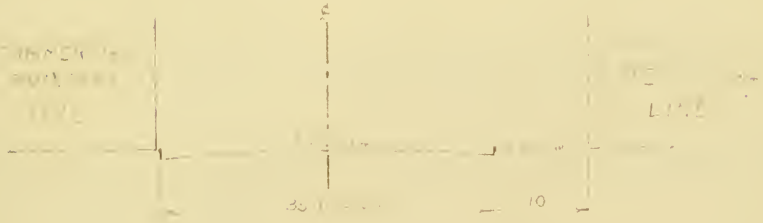
BLOSSOM STREET

NORTHERLY VIEW FROM



ALLEN STREET

WESTERLY VIEW



OF WAY CROSS SECTIONS

1"=15'

8. Proposed Sewer System

The design for the new separate storm and sanitary system was prepared and costed by the City Public Works Department in collaboration with Authority personnel. The design is shown in the Redevelopment Plan and was based upon the following factors;

a. Entire system is to be replaced because:

(1) of age - wooden sewers built in 1837
brick arch scow bottoms built in 1848
almost all others built prior to 1900

(2) condition - very poor - it would be impossible to tie in new uses.

(3) location - bad because of small lots and streets too close

b. No easements will be created on private property

c. Existing sewers on periphery streets to be used and new lines on Blossom and Allen Streets only to complete gaps;

d. In line with city policy, wherever new or rebuilt sewers are installed, the combined sewers existing will be replaced by new separate storm and sanitary sewers

The construction details for each run are in the cost estimates attached and therefore it was decided not to reproduce them here.

9. Proposed Water Supply System

This system for the supply of water for the project area was designed by the City Public Works Department engineers working in cooperation with Authority personnel. The design of this system was based on the following factors:

a. A dual system (1) "high service", to serve high rise buildings with sprinkler systems and (2) a "low service" system for regular demands is needed to properly serve this area;

b. Excellent water service exists on all periphery streets and can be extended into the area from many points;

c. Service now existing on interior streets that are to be vacated will be discontinued and capped;

d. Easements on private property will be held to a minimum because of City repsonsibility for water damage.

The finalized design shown in the Redevelopment Plan is the result of all these factors being taken into consideration.

Construction details for each individual run are spelled out in the attached cost estimates section and will not be duplicated here. It should be noted that all "high service" runs will be a minimum of 12 inches to properly serve any building up to 20 stories and all "low service" runs have a minimum size of 8 inches and a maximum of 16 inches to serve hydrants, shopping areas, schools, churches, etc.

10. Other Utilities

All utility lines in this project area will be placed underground in accordance with applicable local laws. The Telephone Company is required to reserve one duct in all lines placed in public streets for police and fire alarm services.

a. Electric: The Boston Edison Company will abandon its present system and supply adequate power to properly serve the area with an entirely new system. A letter to this effect has been requested expressing their willingness to provide the new facilities and will be submitted when it is available.

b. Street lighting: The Boston Edison Company lighting engineers will design a street lighting system to properly service all public streets - obtain approval of the appropriate city department - install all necessary standards, brackets and lights at no direct cost to the city except for the yearly fee per fixture.

c. Steam The Boston Edison Company has a high pressure steam line running across the project area from north to south. It is proposed that because of the extremely high cost of relocating this line (several hundred thousand) and because the redeveloper may want to use this line for his heating system, the Authority will try to provide an easement for this line provided that the line will not interfere with proper redevelopment. A detailed sketch is enclosed to show the present location of this line and a supporting letter is also provided.

d. Gas The Boston Consolidated Gas Company will study the needs of this area and if the demand warrants, will supply a mixture of manufacturing and natural gas through a new system. A supporting letter has been requested and will be submitted when available.

e. Telephone The New England Telephone and Telegraph Company will supply its service to all buildings in the Project Area. A supporting letter has been requested and will be submitted when available.

C. RELATIONSHIP TO LOCAL OBJECTIVES

1. Relationship to the General Plan: The Redevelopment Plan carries out the objectives of the General Plan for Boston in the following ways:

   a. In regards to land use, the General Plan proposes residential use for this area with a high population density justified by its proximity to the heart of the City. The Redevelopment Plan complies with all requirements of the General Plan with regards to land use.

   b. The traffic requirements of the General Plan adjacent to the Project Area have been completed with all sectors of the highway and transit plans in the vicinity shown on the Traffic, Public Transportation and Community Facilities Map, which is attached as an exhibit.

   c. The public utilities in the vicinity of the project have excellent capacities to more than provide for any development in the project area. Adequate water, sewerage service, gas, electric, telephone and steam service will be supplied to the project area.

   d. Recreational and community facilities adequate to serve the project area and clearly identified in the General Plan for Boston exist or will be supplied as a part of the Redevelopment Plan.

2. Relationship to Zoning and Subdivision Controls

   a. The zoning map for Boston outlining use and height districts will have to be amended as described in Section E 1.

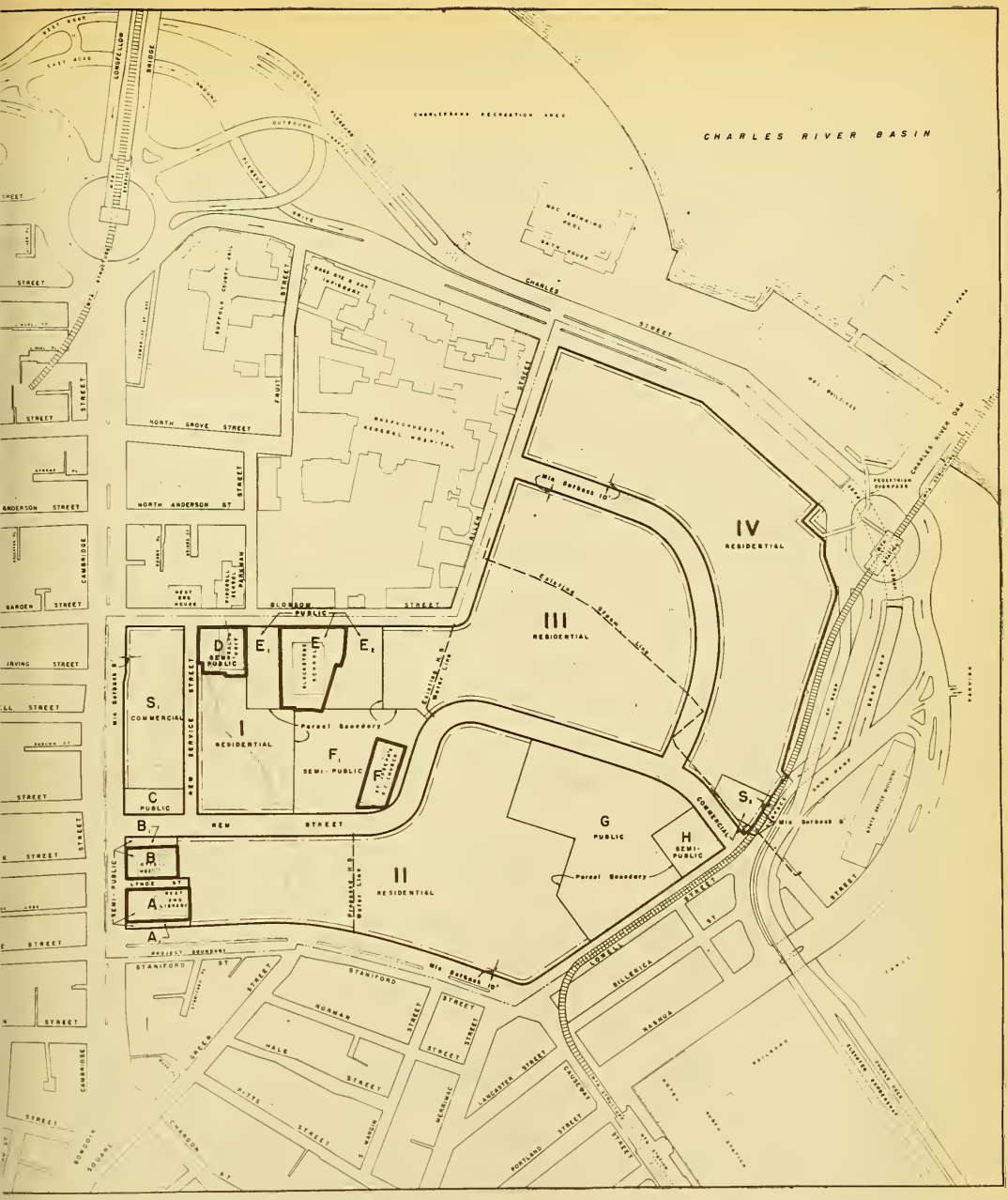
   b. Boston has no separate subdivision controls that would affect the Redevelopment Plan.

3. Relationship to Plans of Any Other Public Agency

   There is no direct relationship between the redevelopment project and any plans or development programs being undertaken by any public bodies on a State, regional or metropolitan area basis.

D. CONTROLS ON REDEVELOPMENT

1. Map Showing Building Lines This map shows the maximum possible area within which a building may be erected on any parcel in the Project Area. Actually with the various other controls on coverage, bulk, floor area ratio, etc., setbacks will be greater than indicated.



LAND DISPOSITION PLAN

N

SCALE IN FEET
0 50 100 150

——— LOT LINE OF EXCLUDED PARCEL

NOTE FOR SETBACK BEYOND MINIMUM REFER TO FORMULAS IN PART D-2 OF REDEVELOPMENT PLAN.

WEST END PROJECT AREA	B

URBAN REDEVELOPMENT PROGRAM

URBAN REDEVELOPMENT DIVISION
BOSTON HOUSING AUTHORITY
BOSTON MASSACHUSETTS

SCHEDULE OF PARCEL AREAS

7/13/55

Parcel No.	Use	Disposition	Area Sq.Ft.	Acres
1	residential	developer	82,000	1.882
11	"	"	358,400	8.23
111	"	"	360,000	8.26
1V	"	"	386,000	8.86
A	public - semi public	West End Library excluded parcel	14,680	.34
A_1	"	Add'l land to Library	2,600	.06
B	"	Otis House;excluded parcel	10,365	.24
B_1	"	Addn'l land to Otis House	4,605	.11
C	"	New Library	10,880	.25
D	"	Health Unit; excluded parcel	14,457	.33
E	"	Blackstone School; excluded parcel	32,127	.74
E_1	"	Additional land to school	19,344	.44
E_2	"	Additional land to school	25,329	.58
F	"	St. Joseph's Church excluded parcel	13,099	.30
F_1	"	Additional land to Church	68,901	1. 58
G	"	New elementary school site	138,600	3.18
H	"	New Church site	18,100	.42
S_1	Commercial	Shopping Center	75,500	1.73
S_2	"	Convenience shopping	12,452	.29
			1,647,439	37.82
				10.13
				47.95

2. Application of Existing Codes and Regulations:

All existing codes and regulations of the City of Boston will apply to the Project Area, among which are the building, zoning, health (minimum standards for housing), plumbing and electrical codes as well as regulations adopted by the various city departments as they apply to the Project Area. When the controls in the Redevelopment Plan are more restrictive than those in existing codes, the Redevelopment Plan controls will govern.

OTHER OFFICIAL ACTIONS

1. Legislative and Other Official Changes No legislative changes are or will be required to proceed with this project and to complete it.

It will be necessary for the Board of Zoning Adjustment to change the official zoning map as required in Section 20 of the City of Boston Zoning Regulations to comply with the proposed zoning plan attached to the Redevelopment Plan. Application by the Housing Authority for changes to the official zoning map will be made when all local, State and Federal approvals of the Redevelopment Plan and the Loan and Grant Application have been granted. Ownership of the property is not a prerequisite to filing an application; therefore a request to amend the official zoning map will be made prior to an eminent domain taking.

No other official actions with respect to sub-division, building, plumbing, electrical and health (minimum standards for housing) codes or regulations are required to carry out the Redevelopment Plan.

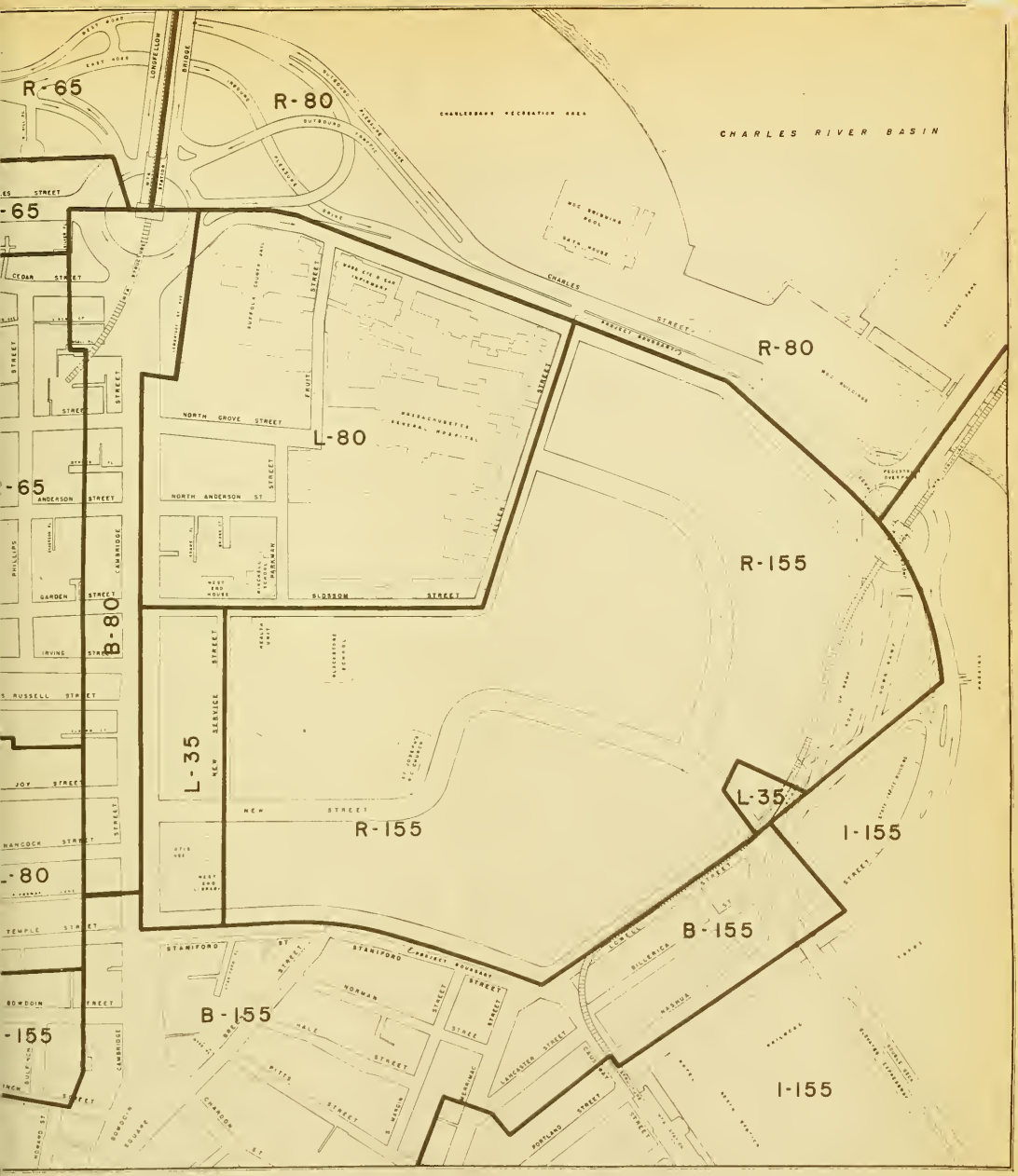
2. Facilities Outside Project Area
Pedestrian overpass spanning Charles St. at Allen St.
Pedestrian overpass is needed linking the Project Area with the Charlesbank Recreational Area. At the present time pedestrians crossing Charles Street, which is part of the Storrow Memorial Drive, are exposed to the hazards of fast-moving traffic.

In order to correct this condition, as well as to facilitate the flow of traffic in this area, the Metropolitan District Commission, which has jurisdiction over the Drive, has been asked to build the overpass described above. They have taken the request under advisement (see supporting letter).

This pedestrian overpass would be primarily of direct benefit to the project area and necessary to serve and support the new uses of land in the project area.

Other facilities outside the project area, i.e., MTA station and overpass, are now under construction.

Except for these, no other facilities outside the project area are necessary for the completion of the Redevelopment Plan.



PROPOSED ZONING

DISTRICT PROVISIONS					
USE DESIGNATION		GENERAL RESIDENCE	LOCAL BUSINESS	GENERAL BUSINESS	INDUSTRY
TYPICAL PERMITTED USES		APARTMENTS, ROOMING HOUSES, HOTELS	RETAIL, THEATRES, OFFICES	LIGHT INDUSTRY, WAREHOUSES	RESTRICTED INDUSTRIAL USES
HEIGHT LIMITS	35'		L-35		
	65'	R-65	L-65		
	80'	R-80	L-80	B-80	
	155'	R-155	L-155	B-155	I-155

WEST END PROJECT AREA **B**

URBAN REDEVELOPMENT PROGRAM

URBAN REDEVELOPMENT DIVISION
BOSTON HOUSING AUTHORITY
BOSTON MASSACHUSETTS

3. Identification of District Boundaries: The following districts affect the West End Project:

a. Zoning: For a map of existing zoning, see the copy of map attached. For proposed zoning, see the Redevelopment Plan Zoning Map.

b. Police: The project area is a small part of Division 3, which covers all of the downtown area, including the North End, West End, and Beacon Hill. Division headquarters is located on Joy Street, across Cambridge Street, opposite the Project Area.

c. School: The project area is in the Wendell Phillips District, which encompasses Beacon Hill and part of the downtown area as well. This district presently contains three elementary schools. Also within this district but not a part of it is the William Blackstone Junior High School.

d. Fire: The project area is located in District 3, which covers all of the intown area. Headquarters for this district is at Bowdoin Square, which is close to the project area. This district has three other stations within it.

e. Public works: such as sewer and water, cover all of Central Boston.

f. Wards and precincts: For voting purposes, the project area is in Ward 3, precincts 5 to 9.

4. Consultation with the City Planning Board:

In addition to the normal and continuous informal consultation of the Urban Redevelopment Division with the City Planning Board, Massachusetts law requires that City Planning Board approval of the Redevelopment Plan is a prerequisite to State Housing Board approval of the Plan. The City Planning Board must examine the Redevelopment Plan with a view to finding that the redevelopment plan is based on a local survey and conforms to a comprehensive plan for the City of Boston as a whole.

5. Submission of Plan to Local Governing Body:

The Redevelopment Plan will be submitted to the Boston City Council for its approval as required by Federal and State law.

6. Public Hearing:

A public hearing will be held by the Boston City Council prior to their granting approval of the Redevelopment Plan. The hearing will be held in the auditorium of the William Blackstone Junior High School on Blossom Street, which is within the Project Area. Public notice of the hearing will be inserted in

at least one Boston daily newspaper at least once weekly for two weeks and at least ten days prior to the hearing. In addition, the Local Public Agency will distribute a pamphlet in the area. This pamphlet will inform the interested residents and owners of the time and place of the hearing and their right to be heard.

PROPOSED ADMINISTRATION FOR EXECUTING THE REDEVELOPMENT PLAN

1. Planning and Engineering Functions to be Performed:

   a. Planning Functions: The technical planning staff will be required to examine the plans and specifications submitted by redevelopers to establish whether or not they comply with the Redevelopment Plan.

   b. Engineering Functions: All engineering work for site improvements such as the design and detailing of plans and the drawing up of specifications will be done by private engineering firms. These plans will require the approval of appropriate city departments in the form of an authorized signature on the original set of plans of the following:

      (1) Street and highway detail design;
      (2) Sewer system detail design of separate storm and sanitary drains;
      (3) Water service system detail design of both high and low service systems;
      (4) Private utility system design, including gas, telephone and telegraph, and electrical distribution systems, will be done and paid for by the private utility companies involved. Other engineering work that may become necessary during the execution of the Redevelopment Plan will be carried out by private engineering firms under contracts with the Authority.

2. Type and Size of Professional Staff

   a. Planning staff to inspect redevelopment plans

      (1) Chief Planner
      (2) City Planner
      (3) Junior Draftsman

   b. Engineering staff to guide the preparation of site improvement plans and to direct project developments.

      (1) project engineer
      (2) assistant project engineer
      (3) senior clerk

3. Functions by Other Units of Local Governments:

a. Metropolitan District Commission will under a cooperation agreement provide a pedestrian overpass from the project area across Charles Street at Allen Street.

b. City agencies: a cooperation agreement will be used between the Boston Housing Authority and various city agencies to provide various site improvements and supporting facilities necessary to completion of the Redevelopment Plan.

c. The City of Boston will contribute any work or facilities built in or necessary to proper project development, including items a and b above, as non-cash grants in aid. Any additional requirement by the Housing & Home Finance Agency will be inserted in the cooperation agreements.

4. Agreements with Private Contractors:

All work to be performed for the Authority by private contractors during the execution of the Redevelopment Plan will be done under standard contracts between the Authority and the Contractor. The form of the contract will be similar to property line survey contracts previously submitted in connection with the Mattapan and New York Streets Projects. Any changes requested by the Housing & Home Finance Agency will be inserted in the various contracts. Standard guide form contracts will be utilized whenever available.

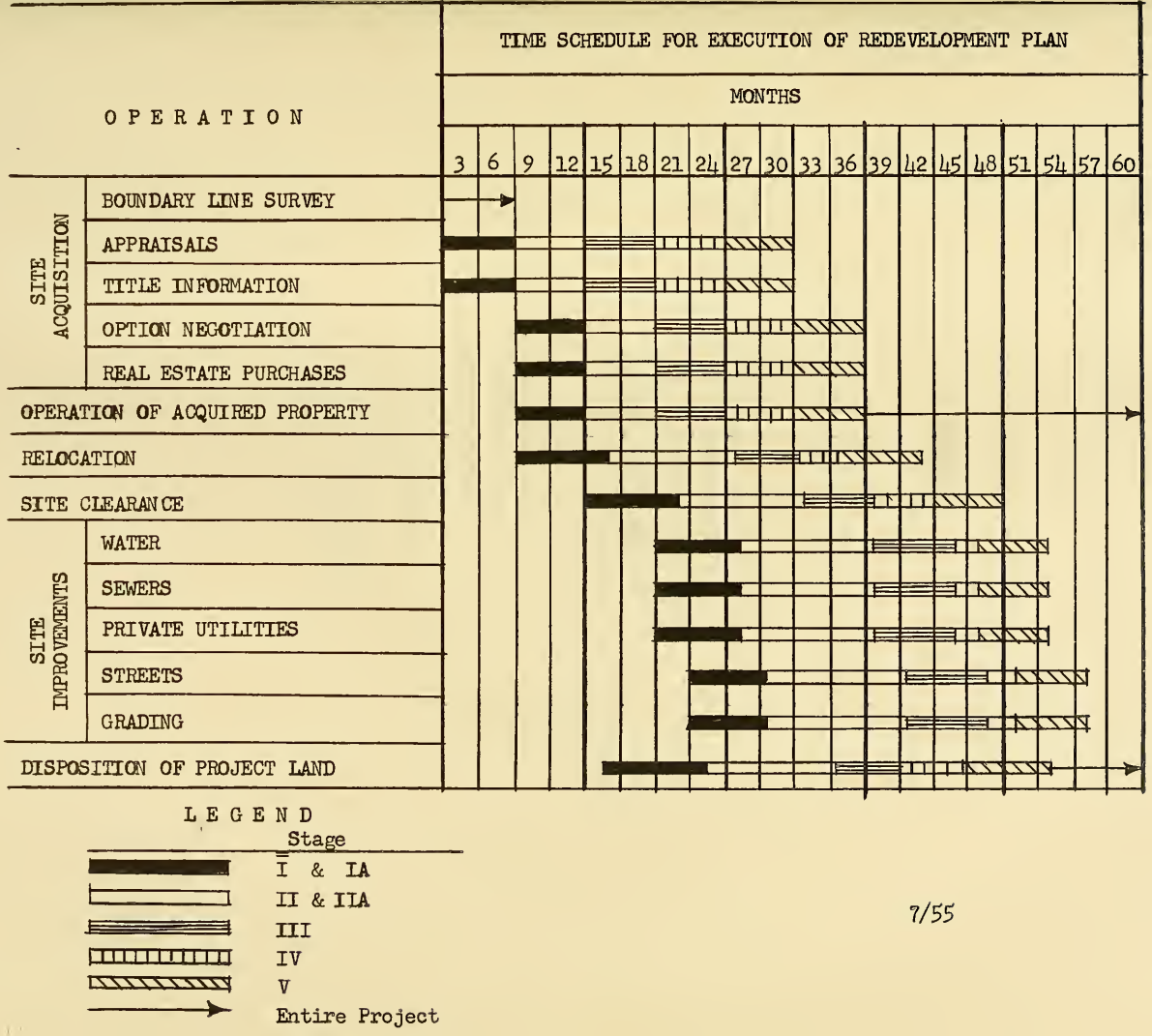
5. Proposed Development Time Schedule:

a. Staging of redevelopment: Because of the size of this project, the relocation problem and the land requirements of the redeveloper, the project area has been divided into five stages. Stages 1 and 2 have substages to permit:

(a) the gym addition to the Blackstone Junior High School to be built
(b) to start early construction on the new elementary school. The stages are shown on the Staging Plan attached to the previously submitted Relocation Plan.

This Staging Plan will permit new streets and utilities to be installed without disrupting service to families still residing in the Project Area.

b. Proposed time schedule for execution of the Redevelopment Plan; see the enclosed Time Schedule Plan.


TIME SCHEDULE FOR EXECUTION OF REDEVELOPMENT PLAN
MONTHS
OPERATION
3 6 9 12 15 18 21 24 27 30 33 36 39 42 45 48 51 54 57 60
SITE ACQUISITION
BOUNDARY LINE SURVEY
APPRAISALS
TITLE INFORMATION
OPTION NEGOTIATION
REAL ESTATE PURCHASES
OPERATION OF ACQUIRED PROPERTY
RELOCATION
SITE CLEARANCE
SITE IMPROVEMENTS
WATER
SEWERS
PRIVATE UTILITIES
STREETS
GRADING
DISPOSITION OF PROJECT LAND
LEGEND
Stage
I & IA
II & IIA
III
IV
V
Entire Project

7/55

WEST END LAND ASSEMBLY

and

REDEVELOPMENT PROJECT

U. R. Mass. 2-3

Cost Estimates

A. Credit for Supporting Facilities
- Branch library
- M. T. A. station
- Leverett St. Overpass
- Elementary school
- Addition to Blackstone Jr. High School
- Allen St. overpass (to be added)

B. Site Development Costs
- Sewer system
- Water system
- Street system
- rough grading
- demolition
- fire alarm system
- police alarm system

C. Administrative Costs

COST ESTIMATES

SUPPORTING FACILITIES

CREDIT FOR BRANCH LIBRARY

Size: 7,500 Sq. Ft.

Cost: Building = $250,000
Land = 9,600

$259,600

Scheduled Time: 1956 if possible

Credit: 65% = $168,200

Documentation: Roughly 2/3 of population served will live within project area. See letters from Boston Public Library, attached.

BOSTON PUBLIC LIBRARY

C
O
P
Y

Boston 17, Massachusetts

January 26, 1955

Mr. Herbert L. Bogen
Chief Planner
Boston Housing Authority
230 Congress Street, Room 303
Boston 10, Massachusetts

Dear Mr. Bogen:

We are writing to you in response to your request for data that might be used in planning a branch library in the projected redevelopment of the West End area of Boston, with its anticipated population of 6,000 and its family density of 2.5 persons per housing unit.

In planning a library unit for a population of that size, the wisdom of avoiding over extension should perhaps be kept in mind. From that point of view, the following figures might offer a point of departure.

	West End Population	West End Branch Library Book Collection	Seating Capacity	Area
Present	27,000	24,690	150	7,000
Future	*9,000	12,000	80	4,200

* (2-3,000 from Beacon Hill, 1,000 from Massachusetts General Hospital staff or commuting)

The area indicated as being potentially available, in place of the original Lowell Street location, has much to be said in its favor as far as geographical distances are concerned. However, many other considerations might well have to be recognized in the final development of any plans. A North End-West End composite service area not only lies well in the future, but certainly is even hypothetical at present. As an immediacy, a location nearer Cambridge Street might well serve the project area, Beacon Hill and the River House area to a greater degree. A site in Cambridge Street near Charles Street Station, even outside the project area, would seem more a focal point for the Beacon Hill-West End area, if the financial and legal basis of the redevelopment authority permits such extensions of its public service areas outside the defined boundaries of the projece itself.

We are sending to you a copy of the Post-War Standards for Public Libraries, published by the American Library Association in 1953, which will help answer your question as to whether or not there do exist standards for libraries as well as for health, education, etc., organizations. Since the Post-War Standards for Public Libraries represents an initial effort and is a comparatively dated study now, we are sending to you a copy of an article that appeared in the January 1955 Library Quarterly entitled The Future of Standards on the direction current thinking and exploration of problems and standards for public libraries is taking.

Please do not hesitate to be in touch with me or Mr. Connolly if there is any way we can be of further assistance to you.

Very truly yours,

s/ Milton E. Lord

Director

P.S. Will you please return to us the copy of Post-War Standards for Public Libraries when you have finished your use of it?

BOSTON PUBLIC LIBRARY

Boston 17, Massachusetts

16 May 1955

C
O
P
Y

Mr. Kane Simonian
Chief of Urban Redevelopment
Urban Redevelopment Division
Boston Housing Authority
230 Congress Street
Boston, Massachusetts

Dear Mr. Simonian:

In accordance with the detailed discussions which the Officers of the Library have held with you and with Mr. Herbert L. Bogen, the Chief Planner of your Urban Redevelopment Division, I wish to confirm the lively interest which the Boston Public Library has in the allocation of space for branch library use within the West End Urban Redevelopment Project.

Site The proposed site at the corner of Cambridge Street and the to-be-developed "new street" is one in which we are all enthusiastically interested. It is our understanding that this allotment of space constitutes approximately 12,000 square feet. About 7,500 square feet would need to be covered by the branch library to be erected upon it. The building would be a one-story edifice developed in accordance with the most advanced and up-to-date library planning, as illustrated in such successful recent branch library buildings as our Adams Street Branch Library in Dorchester, our Egleston Square Branch Library in Jamaica Plain, and our proposed South Boston Branch Library now in the working drawing stage.

Cost Recent experience in constructing the above-mentioned branch library buildings indicates that the cost of the proposed new West End Branch Library would be in the neighborhood of $250,000 for the building itself, plus whatever would be an adequate appraisal value of the land in question.

Timing It is important that the site in question be made available for the construction of the branch library almost at the beginning of the life of the Project rather than at the terminal end of it. From our point of view it would be desirable to be able to commence construction no later than the latter months of the calendar year 1956.

We are all of us highly enthusiastic about the possibility of bringing into the re-juvenated West End area an up-to-date functional library activity which has long been needed for this area. With a branch library at the site mentioned for it, in close proximity to the central area in which shopping and similar activities will be concentrated, such a branch library would be in a position to

afford to the whole West End Redevelopment Project a first class public library service.

If there is further information which we can provide, we shall be glad to have you let us know.

Yours sincerely,

s/ Milton E. Lord

Director

COST ESTIMATE

CREDIT FOR M. T. A. STATION

Use: Rapid Transit Station

Cost: $185,000

Scheduled Time: Construction now being completed.

Credit: 38% = $70,350 (original estimate in financial plan was 15%. A more detailed analysis indicates this figure should be revised upward. See documentation.)

Documentation: Analysis for credit for station enclosed.
Capital Improvement Program 1955-1960

Credit for Leverett Street Pedestrian Overpass.

Location and Use: Crosses Charles Street; connects project area with M. T. A. station, with M. D. C. recreation area and with Science Park. See maps.

Cost: $133,197

Scheduled Time: Now being completed.

Credit: 48% = $64,000

It is assumed that the overpass will get all of the traffic assinged to the M. T. A. station plus at least 10% more to allow for traffic to the embankment area and to Science Park.

(This is a revision of the figure used in the financial statement).

COST ESTIMATE

CREDIT FOR MTA STATION

A new MTA station, to be named Science Park Station, is now being built at the raffic circle which is the terminus for Charles St., Leverett St., and the road ver the Charles River Dam. Completion of the station is scheduled for the fall. his station will be of direct and substantial bendfit both to the project and other reas. The estimate of direct benefit to the project area is given below:

Population.....6300
5% of these are children 5-11 = 315...
2% " " " " 12-14 = 126
Population age 14 and over.....5859

The redevelopment plan requires that parking facilities be provided for 60% of he families. 60% of 2400 families = 1440 families with cars.

Traffic counts indicate that the average number of passengers per car = 1.75.

Then 1440 cars @ 1.75 persons/car = 2232 persons who would depend upon the auto- obile for transportation.

And, of the population age 14 and over 3627 persons (5859-2232) would depend on he MTA for transportation.

Of this group families without children would be free to generate more trips than hildless families. In many cases there will be two members of the family working. t is probable that this group will make many more trips of a recreational and social ature on evenings and weekends.

Therefore of 960 families with no car

89% have no children make 4 trips/person/day
11% have children " 2 " " "

855 x 4 = 3420 MTA trips/day
105 x 2 = 210 " " "
3630 " " "

Some members of car-owning families will also depend upon the MTA for transportation. These families, at .85 trips/day/person, will account for 1224 trips/day.

Then, ignoring trips of persons 14 years of age or younger, an estimated total of 4854 trips will originate in the Project Area each day.

Approximately 63% of these trips (1,117,620 trips) will have the new Science Park Station as origin/destination.

The other principal sources of MTA traffic in the area are the Museum of Science, Massachusetts General Hospital, and the State Office Building.

A comparison of traffic originating in the project area with that generated by these other sources is given below:

Source	Trips Per Year Via Science Park Station
1. Museum of Science	100,000
2. Mass. Gen'l Hospital	338,500
3. State Office Bldg.	1,248,000
4. W.E. Redevelopment Area	1,117,620
	2,804,120

Thus it may be seen that the West End Redevelopment Area contributes 38% of the traffic to the new Science Park Station.

Credit for MTA Station

Total estimated cost of station.....	$185,000
% of use attributed to project area	38%
Cash credit.....	$ 70,350

The estimated credit based upon actual benefit to the project area is $70,350, which will be added to Gross Project Costs.

COST ESTIMATES

CREDIT FOR ELEMENTARY SCHOOL

SUPPORTING FACILITY

Size: 12 Classrooms

1 Kindergarten

1 Sewing Room

1 Manual Training Room

1 All-purpose Room

Cost: $565,000 (included in capital improvement program)

Scheduled Time: 1958

Credit: 100%

Documentation: School Committee Letter attached.
Capital Improvement Program 1955-1960

Credit for addition to Blackstone Jr. High School

Use: Gymnasium addition

Size: 12,000 Sq. Ft.

Cost: $305,000

Scheduled Time: 1960

Documentation: School Committee Letter
Capital Improvement Program 1955-1960

Credit: 65% = $198,250

THE SCHOOL COMMITTEE OF THE CITY OF BOSTON

ADMINISTRATION BUILDING, 15 BEACON STREET

BOSTON 8, MASSACHUSETTS

OFFICE OF THE SUPERINTENDENT-NINTH FLOOR

May 31, 1955

Mr. Kane Simonian
Chief, Urban Redevelopment
Boston Housing Authority
230 Congress Street
Boston 10, Mass.

West End Area

Dear Mr. Simonian:

This letter is written in connection with a request made by your representative, Mr. Herbert L. Bogen, who conferred with me in my office on May 12, 1955, regarding our building program for the West End area. At this meeting, Mr. Bogen suggested that the proposed elementary building could be reduced in size.

In order to re-evaluate our needs in this area, I referred this matter to our Administrative Research Assistant, Mr. Charles J. Lynch, with the suggestion that he confer with Mr. Bogen. Mr. Lynch met with Mr. Bogen on May 23, 1955, to discuss the recommendations made by your Department.

I believe, after conferring with Mr. Lynch and Mr. Charles B. McMackin, Structural Engineer, that reduction in size of the proposed elementary building would be inadvisable. Current national educational standards dictate that in addition to the facilities for regular instruction, there should be provided quarters to accommodate Remedial Reading, Conservation of Eyesight Classes, Speech Improvement and Special Classes. Any elementary institution not including these facilities would be inadequate educationally. Hence, I cannot agree with your suggestion to reduce the size of the building. We are certain that our building is moderate in size, and the amount of expansion over your proposal is necessary. In the light of these facts, we should provide for the erection of an elementary school to accommodate 445 pupils, and to contain 12 classrooms, 1 kindergarten, 1 sewing room, 1 manual training room, and an all-purpose room.

In answer to Mr. Bogen's second question as to the size of the gymnasium to be added to the William Blackstone School, I would say that for junior high school purposes the area of this gymnasium should be 12,000 square feet.

In our long-range capital improvement program, the erection of the elementary school in this area is planned for 1958, and the gymnasium addition to the William Blackstone School for 1960. However, our program is flexible enough so that an adjustment in time schedule can be made to coincide with your construction plans in this area.

Thank you for your kind co-operation and sympathetic understanding of our problem.

Very truly yours,

(S) Dennis C. Haley

Superintendent of Public Schools

MEF

ESTIMATED COST OF SEWER SYSTEM

in New Service Street

Item	Quantity	Unit Price	Cost
)" & 12" pipe sewer trenching 12' cut	300 lin.ft.	$10.55	$ 3,165.00
ırth excavation below grade	70 cu. yds.	5.00	350.00
ırth excavation outside trench	5 cu.yds.	5.00	25.00
ck excavation	3 cu.yds.	15.00	45.00
ravel refill screened	120 tons	3.00	360.00
mber left in place as sheeting	5M ft. B.M.	150.00	750.00
Lass A concrete furnished and placed	3 cu. yds.	15.00	45.00
inor pipe drains laid, etc.	40 lin.ft.	5.00	200.00
mbination manholes on sewer	2	500.00	1,000.00
atch basins	2	300.00	600.00
nnections between new and existing conduits	2	50.00	100.00
nsuitable material removed	200 cu.yds	1.00	200.00
ravel refill bank	340 tons	3.00	1,020.00
ronwork for MH & CB			306.00
			8,166.00
10% for engineering, inspection, etc.			816.60
Sub total			$ 8,982.60

ESTIMATED COST OF SEWER SYSTEM

Blossom St. between Cambridge and Parkman

Item	Quantity	Unit Price	Cost
2" pipe sewer trenching - av. cut 12'	20 lin.ft.	$ 16.00	$ 320.00
" & 15" pipe sewer trenching, av. cut 12'	280 lin.ft.	14.00	3,920.00
" surface drain trenching av. cut 12'	30 " "	16.70	501.00
rth excavation below grade	86 cu. yds	5.00	430.00
rth excavation outside trench	10 cu. yds.	5.00	50.00
ck excavation	5 cu. yds.	15.00	75.00
avel refill screened	146 tons	3.00	438.00
mber left in place as sheeting	4M ft.B.M.	150.00	600.00
assA concrete, furnished and placed	5 cu. yds.	15.00	75.00
nor pipe drains laid	40 lin.ft.	5.00	200.00
mbination manholes on sewer	2	500.00	1,000.00
tch basins	2	300.00	600.00
d manhole inverts and walls rebuilt, etc.	2	25.00	50.00
her brick masonry	2 cu yds.	50.00	100.00
nn. between new and existing conduits	2	50.00	100.00
d lumber removed	1 M ft. B.M.	20.00	20.00
suitable material removed	257 cu.yds.	1.00	257.00
avel refill bank	437 tons	3.00	1,311.00
onwork for 2 CB and 2 MH			308.00
			10,355.00
10% for engineering, inspection, etc.			1,035.50
Sub total			$11,390.50

ESTIMATED COST OF SEWER SYSTEM

New Street from Allen St.

Item	Quantity	Unit Price	Cost
		$	
e sewer trenching	1060 lin.ft.	18.93	$20,065.80
face drain trenching	106 " "	12.00	1,272.00
th excavation below grade	380 cu. yds.	5.00	1,900.00
th excavation outside trench	5 " "	5.00	25.00
k excavation	5 " "	15.00	75.00
vel refill screened	647 tons	3.00	1,941.00
k gravel refill	1896 tons	3.00	5,688.00
ber left in place as sheeting	15M ft. B.M.	150.00	2,250.00
ss A concrete, furnished and placed	5 cu.yds.	15.00	75.00
or pipe drains laid, etc.	180 lin.ft.	5.00	900.00
bination manholes	6	500.00	3,000.00
ch basins	6	300.00	1,800.00
er brick masonry	2 cu.yds.	50.00	100.00
nection between new and existing conduits	2	50.00	100.00
l lumber removed	2M ft.B.M.	20.00	40.00
uitable material removed	1115 cu.yds.	1.00	1,115.00
			40,346.80
ironwork:			
catch basins	6	93.27	559.62
manholes	6	52.00	312.00
			41,218.42
10% for engineering, inspection			4,121.84
sub total			$ 45,340.26

ESTIMATED COST OF SEWER SYSTEM

New Street from Cambridge Street

Item	Quantity	Unit Price	Cost
ipe sewer trenching av. cut 12.5'	46 lin.ft.	$ 17.35	$ 798.10
18" pipe sewer trenching av. cut 12'	630 " "	18.19	11,459.70
" " " " " "	230 " "	10.85	2,495.50
urface drain trenching	30 " "	18.05	541.50
excavation below grade	280 cu. yds.	5.00	1,400.00
l refill screened	476 tons	3.00	1,428.00
l refill bank	1400 tons	3.00	4,200.00
r left in place as sheeting	10M ft. B. M.	1.50	1,500.00
A concrete furnished & placed	5 cu. yds.	15.00	75.00
r pipe drains laid, etc.	120 lin.ft.	5.00	600.00
ination manholes	6	500.00	3,000.00
n basins	6	300.00	1,800.00
r brick masonry	2 cu. yds.	50.00	100.00
ections between new and existing conduits	2	50.00	100.00
lumber removed	1M ft. B.M.	20.00	20.00
patch furnished and laid	5 tons	15.00	75.00
itable material removed	830 cu. yds.	1.00	830.00
work for manholes	6	53.33	319.98
work for catch basins	6	99.29	595.74
			31,338.52
% for engineering & inspection			3,133.85
	sub total		$ 34,472.37

ESTIMATED COST OF SEWER SYSTEM

New Street from Lowell Street

Item	Quantity	Unit Price	Cost
' & 18" pipe, sewer trenching 12.5 cut, 4' wide	50 lin.ft.	$ 24.30	$ 1,215.00
" " " " 12 cut, 3' wide	250 " "	12.45	3,112.50
' & 15" pipe sewer trenching 12' cut, 3' wide	456 " "	11.30	5,152.80
'th excavation below grade	230 cu. yds.	5.00	1,150.00
'th excavation outside trench	10 cu. yds.	5.00	50.00
:k excavation	10 cu. yds.	15.00	150.00
ıvel refill screened	390 tons	3.00	1,170.00
ıber left in place as sheeting	10M ft. B.M.	150.00	1,500.00
ıss A concrete, furnished and placed	5 cu. yds.	15.00	75.00
.or pipe drains laid, etc.	120 lin. ft.	5.00	600.00
ıbination manholes	5	500.00	2,500.00
.ch basins	6	300.00	1,800.00
ı manhole inverts & walls rebuilt, etc.	1	50.00	50.00
.er brick masonry	2 cu yds.	50.00	100.00
nections between new and existing conduits	1	50.00	50.00
ı lumber removed	1 M ft. B.M.	20.00	20.00
.d patch furnished and laid	5 tons	15.00	75.00
uitable material removed	670 yds.	1.00	670.00
.vel refill bank	1140 tons	3.00	3,420.00
nwork for manholes	5	53.33	266.65
nwork for catch basins	6	99.29	595.74
			23,722.39
' for engineering & inspection			2,372.24
	sub total		$26.094.63

ESTIMATED COST OF SEWER SYSTEM

Lowell St. extended S.W.

Item	Quantity	Unit Price	Cost
)" & 12" pipe sewer trenching	40 lin.ft.	$ 21.60	$ 864.00
" " "	180 lin.ft.	10.55	1,899.00
rth excavation below grade	50 cu.yds.	5.00	250.00
" " outside trench	5 cu.yds.	5.00	25.00
ck excavation	3 cu.yds.	15.00	45.00
avel refill screened	85 tons	3.00	255.00
avel refill bank	323 tons	3.00	970.00
mber left in place as sheeting	3M ft. B.M.	150.00	450.00
ass A concrete, furnished & placed	3 cu.yds.	15.00	45.00
ecial manhole on sewer	1	500.00	500.00
mbination manhole	2	500.00	1,000.00
her brick masonry	1 cu.yd.	50.00	50.00
nnection between new & existing conduits	1	100.00	100.00
suitable material removed	190 cu.yds.	1.00	190.00
on work for CB & MH			154.00
			6,797.00
10 % for engineering, inspection, etc.			679.70
	Sub total		7,476.70
	TOTAL COST.....		$ 133,757.06

COST ESTIMATES

WATER SYSTEM

Materials	12" pipe	16" pipe	fittings
Unit Cost/linear foot	$5.12	$ 7.81	$1.77
Number of units	6910 ft.	540 ft.	7450 ft.
Cost	$35,400	$ 4,220	$13,200

Cost Materials..... $52,820

The pipe is cast iron, with a cement lining

Fittings include gates, hydrants, branches, etc.

Labor

Includes excavation, laying and back fill.
Average depth of trench will be 5 1/2 ft., with a width of 2 1/2 ft. for 12" pipe and 3 ft. for 16" pipe

12" pipe - 6910 linear ft. @ $5.00/ lin ft..... $34,500
16" pipe - 540 linear ft. @ $8.00/lin. ft..... 4,320
..... 38,820

Engineering & Contingencies 15% 13,750

TOTAL FOR WATER SYSTEM..... $104,360

9/12/55

West End
Estimated Cost of Street System

STREET - Service Road
PAVEMENT - 1 1/4 bit. conc. on 1 1/4 bit. binder on 4"mac. base on 12" gravel, new granite edge stone, no sidewalks
Length: 510'
Width: 35.0'

Item	@	Quantity	Total
Cubic yards, earth excavation	$1.25	1160 cu. yds.	$ 1,325
Cubic yards, rock and wall excavation	8.00	60 " "	480
Tons, bank gravel	2.50	990 tons	2,475
Tons, crushed stone (edgestone)	3.00	28 tons	85
Square yards, existing pavement removed		negligible	
Linear feet, straight edgestone	4.00	735 feet	2,940
Linear feet, circular edgestone	5.00	50 feet	250
Linear feet, unused edgestone hauled to City Yard		Negligible	
Tons, crushed stone (Macadam base)	3.50	330 tons	1,435
Tons, bituminous concrete binder 1 1/4 "	8.00	170 tons	1,360
Tons, bituminous concrete top 1 1/4"	8.00	170 tons	1,360
Square feet, artificial stone sidewalks	0.40	none	
Square yards, loam spaces	1.00	none	
			10,350
Engineering		5%	520
Contingencies		15 %	1,550
			$12,420

7/55

STREET - Allen Street between Charles and Blossom Streets

PAVEMENT - Widen approx. 10 feet - repave entire street - 4' planting strip on 10 ft. sidewalk

Length: 800' } sidewalks 10.0 ft. new (8.0 ft. existing)

Width: 50' } roadway 32.0'

Item	@	Quantity	Total
Cubic yards, earth excavation	1.25	475 cu. yds.	$ 595
Cubic yards, rock and wall excavation	8.00	40 cu. yds.	320
Tons, bank gravel	2.50	410 cu. yds.	1,025
Tons, crushed stone (edgestone)	3.00	28 tons	85
Square yards, existing pavement removed	1.00	890 sq. ft.	890
Linear feet, straight edgestone	4.00	660 ft.	2,640
Linear feet, circular edgestone	5.00	90 ft.	450
Linear feet, unused edgestone hauled to City Yard	1.00	750 ft.	750
Tons, crushed stone (Macadam base 4")	3.50	150 tons	525
Tons, bituminous concrete binder 1 1/4"	8.00	75 tons	600
Tons, bituminous concrete top	8.00	420 tons	3,360
Sq. ft. artificial stone sidewalks	0.40	4440 sq. ft.	1,775
Sq. yards, loam spaces	1.00	295 sq. yd.	295
			13, 310
Engineering		5%	665
Contingencies		15%	2, 000
			$ 15, 975

STREET - Charles Street between Allen and Nashua Circle

Changes - New sidewalk

Length: 1080' (sidewalk 10.0')
Width : (roadway - no change)

Item	@	Quantity	Total
Cubic yards, earth excavation	$1.25	600 cu. yds.	$ 750
Tons, bank gravel	2.50	450 tons	1,125
Tons, crushed stone (edgestone)	3.00	45 tons	135
Square yards, existing pavement removed	1.00	1200 sq. yds.	1,200
Linear feet, straight edgestone	4.00	1080 ft.	4,320
Linear feet, circular edgestone	5.00	0 ft.	0
Linear feet, unused edgestone hauled to City Yard	1.00	900 ft.	900
Sq. ft. artificial stone sidewalks	0.40	6550 sq. ft.	2,620
Sq. yards, loam spaces	1.00	485 sq. yds.	485
			11,525
Engineering		5%	575
Contingencies		15%	730
			$ 12,830

STREET - Cambridge Street between Staniford and Blossom Streets
PAVEMENT - Repairs to roadway, new sidewalk and changes in center islands

Length: 810' Sidewalk 12.0'

roadway - no change (relocate center islands)

Item	@	Quantity	Total
Cubic yards, earth excavation	$ 1.25	605 cu. yds.	$ 755
Tons, bank gravel	2.50	600 cu. yds.	1, 500
Tons, crushed stone (edgestone)	3.00	50 tons	150
Square yards, existing pavement removed	1.00	1275 sq. yds.	1, 275
Linear feet, straight edgestone, Type	4.00	740 ft.	2, 960
Linear feet, circular edgestone, Type	5.00	60 ft.	300
Linear feet, edgestone, reset	1.00	440 ft.	440
Linear feet, unused edgestone hauled to City Yard	1.00	800 ft.	800
Tons, crushed stone (Macadam base)	3.00	30 tons	90
Cubic yards, Portland cement concrete, Class B	15.00	15 cu. yds.	225
Tons, bituminous concrete binder 1 1/4"	8.00	9 tons	72
Tons, bituminous concrete top 1 1/4"	8.00	9 tons	72
Sq. ft. artificial stone sidewalks	0.40	9250 sq. ft.	3, 700
			12, 339
Engineering		5%	619
Contingencies		15%	1, 852
			$14, 810

STREET - Blossom Street between Cambridge and Allen Streets

Pavement - Widen approx. 7 ft. - repave entire street - 4 ft. planting strip on 10' sidewalk

Length: 840' (sidewalk 8.0' new (7'-2" existing)
Width: 47' (roadway 32.0' (new top full width)

Item	@	Quantity	Total
Cubic yards, earth excavation	$1.25	350 cu. yds.	$ 440
Cubic yards, rock and wall excavation	8.00	none	
Tons, bank gravel	2.50	350 tons	875
Tons, crushed stone(edgestone)	3.00	25 tons	75
Sq. yards, existing pavement removed	1.00	650 sq. yds.	650
Linear feet, straight edgestone [illegible]	4.00	785 ft.	3120
Linear feet, circular edgestone [illegible]	5.00	160 ft.	800
Linear feet, unused edgestone hauled to City Yard	1.00	860 ft.	860
Tons, crushed stone(Macadam base) 4" thick	3.50	135 tons	475
Tons, bituminous concrete binder 1 1/4"	8.00	55 tons	440
Tons, bituminous concrete top 1 1/4"	8.00	440 tons	3520
Sq. feet, artificial stone sidewalks	.40	6450 sq. ft.	2680
Sq. yards, loam spaces	1.00	none	
			$ 13,935
Engineering		5%	695
Contingencies		15%	2100
			$ 16,720

STREET - Lowell Street; Stanford Street to Charles St.
PAVEMENT - New sidewalk, street repairs

Length: 1480' (sidewalk 10' (no planting strip because of EL)
(roadway - no change

Item	@	Quantity	Total
Cubic yards, earth excavation	$ 1.25	790 cu. yds.	$1,000
Tons, bank gravel	2.50	590 cu. yds.	1,475
Tons, crushed stone(edgestone)	3.00	45 tons	135
Square yards, existing pavement removed	1.00	155 sq. yds.	155
Linear feet, straight edgestone	4.00	1040 ft.	4,160
Linear feet, circular edgestone	5.00	60 ft.	300
Linear feet, unused edgestone hauled to City Yard	1.00	1400 ft.	1,400
Cubic yards, Portland cement concrete, Class B	15.00	12 cu. yds.	180
Tons, bituminous concrete binder 1 1/4"	8.00	5 tons	40
Tons, bituminous concrete top 1 1/4"	8.00	5 tons	40
Sq. feet, artificial stone sidewalks	.40	14,200 sq. ft.	5,670
			14,555
Engineering		5%	730
Contingencies		15%	2,180
			$ 17,465

STREET- Staniford Street between Cambridge & Lowell Streets
PAVEMENT - 1 1/4" bit. concrete on 1 1/4" bit. binder on 6" mac. base on 6" gravel, new granite edgestone project side and center mall; artificial stone sidewalks, paved 5.0' center mall

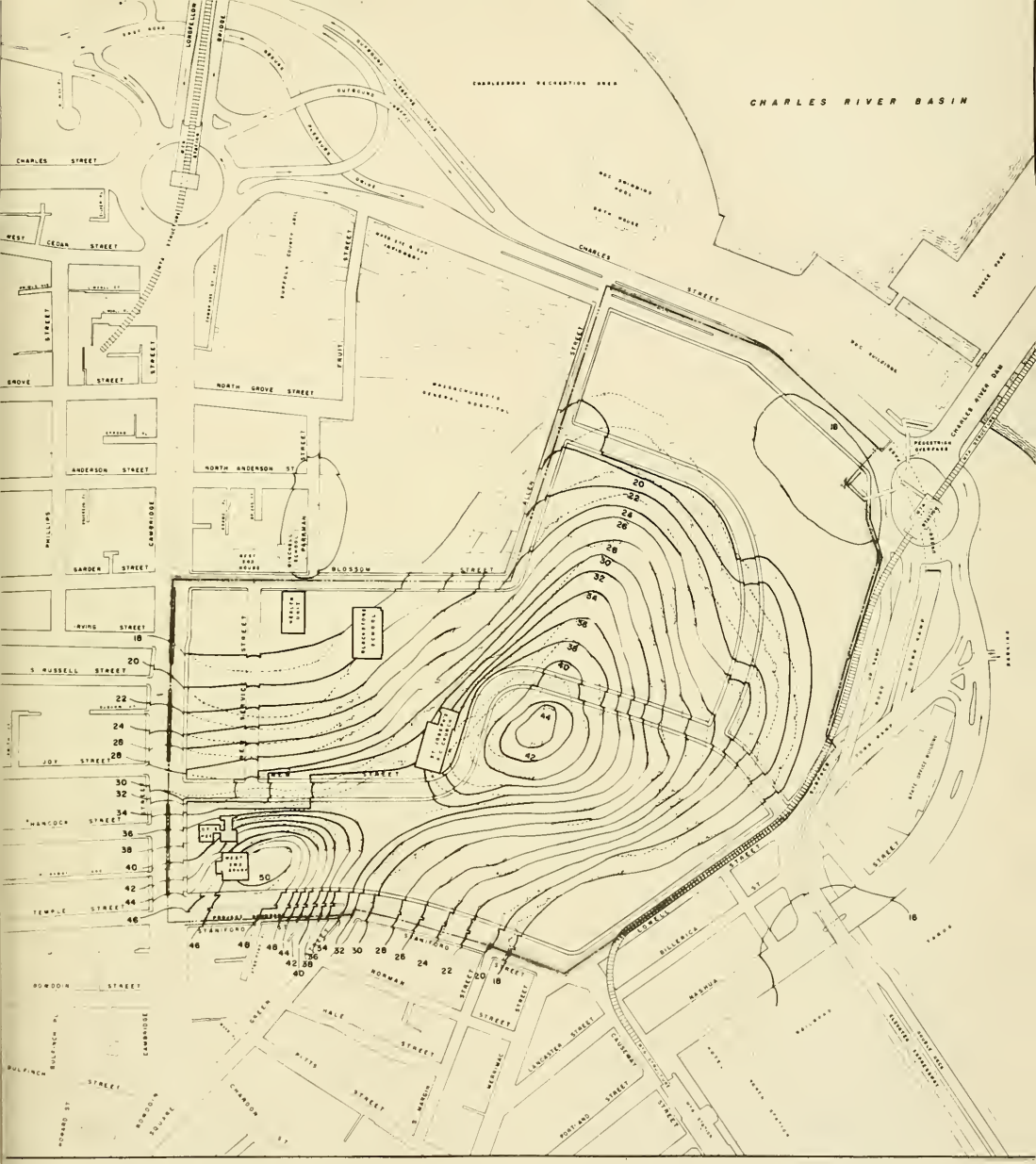
Length: 1090' (sidewalk 10.0' new)
Width: 90' (center mall 5.0')
(2 roadways 38.5' each)

Item	@	Quantity	Total
Cubic yards, earth excavation	$ 1.25	5100 cu. yds.	$6390
Cubic yards, rock & wall excavation	8.00	50 cu. yds.	400
Tons, bank gravel	2.50	3400 tons	8,500
Tons, crushed stone(edgestone)	3.00	140 tons	420
Sq. yards, existing pavement removed	1.00	4810 sq. yds.	4,810
Linear feet, straight edgestone	4.00	3240 ft.	12,950
Linear feet, circular edgestone	5.00	240 ft.	1,200
Linear feet, unused edgestone hauled to City Yard	1.00	1000 ft.	1,000
Tons, crushed stone (Macadam base)	3.50	2400 tons	8,400
Tons, bituminous concrete binder 1 1/4"	8.00	790 tons	6,350
Tons, bituminous concrete top 1 1/4"	8.00	790 tons	6,350
Sq. feet, artificial stone sidewalks	.40	10,950 sq. ft.	4,380
Sq. yards, loam spaces	1.00	485 sq. yds.	485
			61,635
Engineering		5%	3,080
Contingencies		15%	9,250
			$ 73,965.

STREET - New street between Cambridge & Lowell with arm to Allen St.
PAVEMENT - 1 1/4" bit. conc. on 1 1/4" bit. binder on 4" mac. base on 12" gravel, new granite edgestone, art. stone sidewalks

Length: 2940' (2 sidewalks 10.0' (4.0' planting strip)
Width: 60' (
Area (roadway 40.0')

Item	@	Quantity	Total
Cubic yards, earth excavation	$1.25	10,450 cu. yds.	$13,080
Cubic yards, rock and wall excavation	8.00	240 cu. yds.	1,940
Tons, bank gravel	2.50	9800 tons	24,500
Tons, crushed stone(edgestone)	3.00	250 tons	750
Square yards, existing pavement removed	1.00	4700 sq. yds.	4,700
Linear ft. straight edgestone	4.00	4500 ft.	18,000
Linear ft. circular edgestone	5.00	1040 ft.	5,200
Linear ft. unused edgestone hauled to City Yard	1.00	2830 ft.	2,830
Tons, crushed stone (Macadam base)	3.50	2200 tons	7,700
Tons, bituminous concrete binder 1 1/4"	8.00	1110 tons	8,900
Tons, bituminous concrete top 1 1/4"	8.00	1110 tons	8,900
Sq. ft. artificial stone sidewalks	0.40	37,500 sq. ft.	15,000
Sq. yards, loam spaces	1.00	2280 sq. yds.	2,280
			113,780
Engineering		5%	5,690
Contingencies		15%	17,010
			$136,480
TOTAL FOR ALL STREETS.....			$300,665



GRADING PLAN

EXISTING CONTOUR TO BE CHANGED

EXISTING CONTOUR TO REMAIN

PROPOSED CONTOUR

PROJECT BOUNDARY

SCALE IN FEET
0 50 100 200

WEST END PROJECT AREA **B**

URBAN REDEVELOPMENT PROGRAM

URBAN REDEVELOPMENT DIVISION
BOSTON HOUSING AUTHORITY
BOSTON MASSACHUSETTS
MARCH 1958

West End Rough Grading Plan

Foundation Holes

The buildings in the West End Project Area (excluding retained buildings) cover 24.4 acres. These buildings have foundations of field stone, granite, or common brick, and only two buildings have concrete foundations (Charlesbank and Peabody House). The foundations cover 16.0 acres and have an average depth of 5.25 feet and will require 132,500 cu. yds. of fill to bring them up to street level. This quantity of fill will be required if the foundation holes are given a broom finish and no rubble fill is used. This filling could be done as a part of the demolition contract.

Cost

Foundation fill (bank run gravel) @ $1.80/ cu. yd.
for 132,500 cu. yds. would cost..... $238,000

Above Existing Grade:

The Authority will rough grade the Project Area as shown in the Grading Plan dated March 1955, and will provide the following sanitary fill and place it according to plan.

Stage	Cut Cu. yds.	Fill Cu. yds	Cost per Cu. Yd.	Cost Per Stage
I	7180	-	$ 1.00	7180
IA	-	-	-	-
II	-	4,590	1.80	8260
IIA	-	-	-	-
III	-	5,190	1.80	9350
IV	-	-	-	-
V	-	11,875	1.80	21,300
	7180	21,655		$ 46,090

'/55

Demolition

All buildings in the project area (except retained buildings) will be razed to make way for redevelopment. Due to the size of this area, actual razing will be undertaken in several contracts which will approximate the previously designated stages. A Demolition Map has been prepared showing each building, type of construction, number of stories, and the height.

All buildings will be demolished to grade and combustible materials, rubble and salvage removed from the site.

Below grade all foundations will be broken up to permit drainage. All gasoline or fuel storage tanks underground will be removed. Finally, all foundation holes will be suitably filled by (1) temporarily using non-combustible rubble with a sanitary fill covering or (2) the use of all sanitary fill where a new building is not contemplated.

Demolition Schedule

Number of parcels..... 712
Number of structures..... 876
Light wood & masonry const.. 858
Wood frame const..... 14
fireproof const..... 4
Total building volume..... 44,862,500 cu. ft.

No. of Stories	1	2	3	4	5	6	7	8	9
No. of Bldgs.	17	20	217	426	189	3	1	-	1

Based on an estimated cost of 2.5¢ per cubic foot of building volume, the total cost of demolition would be $1,120,000.

A well qualified local demolition contractor made an estimate of the cost of demolition. His estimate was $960,000 with an increase of up to 25%, depending on labor and scrap prices at time of bidding. Results of the staff survey and the contractor's estimate, reviewed together, indicate that the cost of demolition will be about $1,040,000 with competitive bidding. The contractor's estimate was verbal after inspection of the area. More concrete evidence of demolition costs will be made available when the New York Streets Project demolition bids are opened.

Tels.
Prospect 6-1211
6-1212

LETTERHEAD OF:

CITY BUILDING WRECKING
COMPANY
185 Somerville Avenue
Somerville 43, Mass.

March 14, 1955

Boston Housing Authority
230 Congress Street
Boston, Mass.

Atten: Mr. William J. Johnson
Admin. Assist.

Gentlemen:

We have made a rapid but not intensive survey of the West End Urban Redevelopment Area.

We believe that for your overall estimate for the demolition of buildings in this area you should use a minimum cost of not less than $1000.00 per building and a higher average would not be misleading.

The whole project is divided, on your print, into five sections. You will facilitate the demolition by making these sections smaller. These large areas can be so divided that more contractors can work without interference with one another.

Also by doing this, buildings or blocks of buildings, can be released quicker before an entire section is empty of tenants. Further, this will hasten the moving of tenants when they see demolition being started.

All this in turn should decrease the time during which the City will be losing tax revenue.

Very truly yours,

CITY BUILDING WRECKING CO.

(s) Robert B. Grossman

Robert B. Grossman

RBG/rg
Enc. print

CITY OF BOSTON FIRE DEPT.

Fire Alarm Division

59 Fenway
Boston 15, Mass.

May 31, 1955

Boston Housing Authority
Urban Redevelopment Division
230 Congress Street
Boston 10, Massachusetts

Attention: Mr. Leo T. Young

Re: West End Project Area

Dear Mr. Young:

With reference to your letter of March 14, 1955, the plans which you enclosed regarding the West End Project Area, confirming our several conversations and the preliminary estimate which I had previously submitted to you, I give you herewith a summary of the work to be performed and an estimate of the cost of removing fire alarm facilities from the area involved and the installation of fire alarm boxes in the area to provide proper fire protection.

There are eight street fire alarm boxes in the area; five of these boxes must be removed and three relocated to conform with the street layout plan. In connection with the removal of fire alarm boxes, fire alarm circuits must be rerouted and approximately 5300 feet of cable must be removed.

In connection with the installation of fire alarm facilities in this area, there are ten existing manholes with approximately 900 feet of duct that apparently will fall within the new streets and probably can be retained for future use. It is proposed to install thirteen new manholes with fourteen fire alarm boxes within this area.

An estimate of the cost covering the removal of fire alarm facilities and the installation of new fire alarm boxes within the area in order to provide protection is given on the attached sheet.

In addition to the fourteen street fire alarm boxes to be installed, an underground conduit connection must be provided from the adjacent manhole to the proposed elementary school and the proposed parochial school.

The protection of garages is important in such a development and I would recommend that consideration be given in the design and planning of these garages for including a fire alarm system which should consist of not only a number of manual stations but also to have the master boxes connected to the sprinkler system. I would also recommend that consideration be given to a heat detection system. Such a system has the decided advantage of transmitting an alarm in a matter of a few seconds, much quicker than the operation of the sprinkler, and in this way it will bring the Fire Department to the location before the sprinkler has time to operate and therefore [illegible] possible water damage.

I further recommend that underground conduit be provided from adjacent manholes into each of these garages so that fire alarm circuits can be taken into these garages for connection to the fire alarm system.

The design and installation of the fire alarm system within the garage should be included in the plans and the construction of the garage itself.

The plans of this proposed project area show three 20-story buildings and eight 13-story buildings. In the planning and design of these large buildings, I would recommend that consideration be given to a fire alarm system within the building with manual stations and possibly connected to sprinklers within the buildings as well as heat actuated devices. The interior fire alarm system in these buildings should be connected through a master fire alarm box to the Fire Department. I would recommend therefore that from the adjacent manhole a conduit be installed to each of these buildings.

I am sending you herewith copy of Fire Department Drawing No. FA-21, which shows the proposed fire alarm construction in this West End Project Area.

Yours very truly,

s/ A. L. O'Banion
A. L. O'Banion
Superintendent

ALO/RDR
Encs.

WEST END PROJECT AREA
ESTIMATED COST FOR FIRE ALARM FACILITIES

May 31, 1955

Estimated Cost to Remove Facilities:

Services of Contractor	$1000.00	
Labor (Fire Department)	1125.00	
Trucking	320.00	
Total		$ 2,445.00

Estimated Cost for Installing Fire Alarm Facilities in Project Area:

Install approximately 6700 feet 3" duct; construct 13 manholes and install 14 fire alarm posts	40,200.00	
Relocate 3 fire alarm boxes	1,500.00	
Material: Cable, manhole frames and covers; fire alarm boxes, fire alarm posts and miscellaneous material	9,140.00	
Labor (Fire Department)	7,800.00	
Trucking	1,920.00	
10% Contingency for possible increase in cost of labor and material	6,050.00	
Total		$66,610.00

CITY OF BOSTON

POLICE DEPARTMENT

Office of the Commissioner

April 4, 1955

Mr. Leo T. Young
Urban Redevelopment Division
Boston Housing Authority
230 Congress Street
Boston 10, Massachusetts

Dear Mr. Young:

Referring to your letter of March 11th relative to the West End Urban Redevelopment Project, I am transmitting to you copy of preliminary estimate prepared by Mr. Leonard Sjorgren, our Director of Signal Service, giving the estimated cost of installing a new system, together with the supervision of the underground plant construction.

As Mr. Sjorgren explained to you, as has been indicated in the attached, it is assumed that your Project will contemplate a main line conduit of all underground facilities in which the actual cost of the installation of the signal service system would be reduced from approximately $91,200.00 to approximately $16,200.00.

Very truly yours,

s/ T. F. Sullivan

Police Commissioner

TFS:R

April 4, 1955

Col. Thomas F. Sullivan
Police Commissioner

Sir:

With reference to the attached letter received from Mr. Leo T. Young of the Boston Housing Authority in which he requested a cost estimate for a police signal system to be located within the contemplated WestEnd Urban Redevelopment Project area:

I met with Mr. Young at his office and we discussed the plans, after which I explained to him as the present plans are not complete and it is not certain just what amount, if any, underground facilities will be provided, this should be considered a preliminary estimate. The approximate estimated cost is as follows:

Excavate for, furnish and install 5,800 feet of three inch W.I.P. at an approximate cost of $10.00 per foot..... $58,000.00

Excavate for and install 12 standard and approved manholes with frame cover and cable racks at an approximate cost of $1,000.00 per unit..... 12,000.00

Furnish approximately 6000 feet of lead covered cable at .70¢ per foot..... 4,200.00

At the seven new police box locations excavate for, furnish and lay lateral three inch W.I.P.; also excavate for and set ground stubs at an approximate cost of $1,000 per location..... 7,000.00

Labor cost which will include labor during removal of old system, installation of new system and supervision of the underground plant construction..... 10,000.00

Total Estimated Cost $91,200.00

The total estimated cost as it stands now is $91,200.00. However, this amount would be reduced by $75,000.00 should the final project plans include a main line conduit system or underground facilities in which case the actual signal system cost would be approximately $16,200.00. The police box equipment being used in the present system will be salvaged and used in the new project area.

Respectfully submitted
s/ Leonard M. Sjogren

Director, Signal Service

Administrative Costs

Administrative Costs

1. Salaries

Chief of Urban Redevelopment	$9000	
Administrative Assistant	6750	
Secretary of Division	3750	
Stenographer	3000	
	22500	
50% for two years	22500	
100% for four-year period	90000	
		$112,500
Senior Clerk @ $4800 p.a. for six-year period		28,800
Accountant-50% of time @$4500 p.a. for six years		13,500
		154,800
Sundry overhead		52,520
Total overhead and services		207,320
Travel		6,570
Publications		1,000

2. Additional Required Material

a. Organization Plan of Local Public Agency was submitted June, 1953

b. "H-630" will be submitted in the budget section of the Loan and Grant Application.

c. Under Disposition 1410.028 for receiving developers' plans to determine compliance with the Redevelopment Plan, the estimates for expenditures are as follows:

Staff	Salary	Time Allotted	Amount
Chief Planner	$7000/ yr.	4 mos. @ 50%	$ 2333
City Planner	4800/yr	"	1600
Draftsman	3750/yr	"	1250
Consultant		3 days	300
			$ 5483

Exhibits

BOSTON EDISON COMPANY
General Offices 39 Boylston Street, Boston

July 26 1955

Mr. H. L. Bogen
Boston Housing Authority
230 Congress Street
Boston, Massachusetts

Dear Mr. Bogen:

Confirming today's telephone conversation, the Boston Edison Company is considering the possibility of making street steam service available to the proposed "West End Housing Development" as outlined in your plan dated March, 1955.

Please do not hesitate to call on us at any time in regard to this matter.

Very truly yours,

s/ Frank C. Meyer

Frank C. Meyer
Steam Sales and Service Division
Electric and Steam Sales Department

FCM/amb

NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY

G. F. Baldwin
Plant Engineer -
South Metropolitan

50 OLIVER STREET
BOSTON

COPY

May 26, 1955

Mr. Herbert L. Bogen
Urban Development Division
Boston Housing Authority

Dear Sir:-

A preliminary study for the relocation of telephone plant in the West End Project Area has been completed. Plans showing the relocation of the existing plant, plus our proposed work for providing service to this area will follow.

If any further information is desired on this subject please do not hesitate in forwarding your request.

Yours truly,

(s) G. F. Baldwin
Plant Engineer-South Met.

GVF:Mi

ARCHDIOCESE OF BOSTON

Office of the Chancellor

Lake Street, Brighton, Mass

July 21, 1955

Mr. Kane Simonian
Boston Housing Authority
230 Congress Street
Boston 10, Mass.

Dear Mr. Simonian:

I recently wrote to you regarding the West End project in response to your letters and following a meeting with Mr. Johnson, your assistant.

His Excellency took up this question with the Diocesan Counsultors as a result of the most recent suggested plan which you sent to this office, and he has appointed a group of Consultors to study and advise on the problems which this project will cause. This committee has met and has been informed that the present plan for the project does not provide a site for the Church of Our Lady of Ostrobrama which presently lies within the project area. It also calls for the destruction of the two parochial school buildings which form part of St. Joseph's Parish, as well as a dwelling owned presently by the Parish. The present Church and Rectory, however, according to the plan will be permitted to remain. According to the plan additional land will be made available to the Archdiocese for purchase, and it is contemplated that the Archdiocese may want to build a new parochial school; hence it is shown on your proposed plan.

The committee wishes to study further the prospect of construction of a parochial school in St. Joseph's Parish since it will place a heavy financial burden on the Parish, which burden should not be undertaken unless it is established defintely that the need exists. The committee is also studying the possible relocation and the continuance of the Church of Our Lady of Ostrobrama, which will be necessitated if it is to continue to exist by your present plan.

We wish to thank you for your kind thoughtfulness in the past, and ask that you continue to keep us aware of developments in regard to this project, particularly as it affects the Archdiocese of Boston.

With kindest personal regards to you and your assistant, I am

Sincerely,

s/ Robert J. Sennott

(Rt. Rev.) Robert J. Sennott,
Chancellor

RJS:ats

MASSACHUSETTS COUNCIL OF CHURCHES

11 Beacon Street, Boston, 8

November 23, 1954

Mr. Kane Simonian
Urban Redevelopment Division
Boston Housing Authority
Boston, Massachusetts

Dear Mr. Simonian:

Mr. Bogen of your office has conferred with me as to whether or not there is Protestant interest in a site within the proposed West End redevelopment project.

The Department which I serve as Director does have jurisdiction for decisions of this sort and is composed of the official representatives with church extension responsibility for the following denominations:

> Baptist, Congregational, Episcopal, Evangelical-United Brethren, Friends, Lutheran (Augustana Synod), Methodist, NewChurch, Presbyterian, Unitarian and Universalist.

At their meeting of November 12th they discussed this question and unanimously took the following action:

> VOTED: That the Director of the Department of Research and Strategy be authorized to notify the authorities that we are very much interested in the reservation of a site in the West End project for a Protestant Church.

I am sending you this letter in accordance with this action. You may feel free to use this communication in whatever connection it might be helpful. I would very much appreciate information from time to time as the plans for the West End develop.

Sincerely yours,

s/ Glen W. Trimble

Glen W. Trimble
Director, Research & Strategy

GWT:t

ASSOCIATED SYNAGOGUES OF GREATER BOSTON

177 Tremont Street, Boston 11, Mass.

February 8, 1955

Mr. Herbert L. Bogen, Design Planner
Boston Housing Authority
230 Congress Street
Boston 10, Massachusetts

Dear Mr. Bogen:

In accordance with our recent telephone conversation, I am pleased to inform you that the Associated Synagogues of Greater Boston has given consideration to your letter of December 2, 1954.

It is our judgment that we will be interested in taking an option on a synagogue building site, and shall be pleased to hear from you when your plans have received final approval.

In accordance with your request, I am returning to you the West End Urban Redevelopment Study and Land Use Plan.

Thanking you for your kindness, I am

Sincerely yours,

s/ Bernard Titlebaum
Bernard Titlebaum
Executive Director

bt:vsc
enclosures